8088 Emigrant Hill-Meacham 1974
Old Oreg. Tr. E. of Pendleton
(Grade, paving & bridging)

The contract time allowed was very close for a project of this nature and size in this location. The contract amount is $3,239,955. The major items are 86,700 yards of excavation, 65,100 tons aggregate shoulders, 141,400 tons A.C., 28,200 tons Class "E" A.C., 28,100 lin. ft. guardrail, 14,000 lin. ft. concrete barrier. There are a total of 159 bid items.

The time was set with a late second season completion objective. Grading could not be completed in the comparatively short time available in the fall of 1974. The project entered the winter with the grading 75 percent completed. This relates to one of the main reasons for considering time extension. There was an 18 percent overrun on this item. Based on average production, the Region can justify 22 days on this reason.

Price Agreement No. 2 in the amount of $10,850 added six median drains and cross pipes through the pavement for outlets. Price Agreement No. 6 is the largest change order, in the amount of $43,590 for the installation of an additional 26,285 feet of 3-inch PVC irrigation supply line in the median. This conflicted with the grading and median embankment and contributed to the comparatively late paving start in the fall of 1975 -- too late to complete the paving before another winter set in.

We can assign 5 days to the median drain work and an additional 26 days for the added water line work, making a total of 53 days on the above three reasons. (The other two reasons cited by the contractor are not believed to be valid.)

This would leave 20 days' liquidated damages to consider further and, at this point, we should recognize the seasonal impact of the added work on a very short contract time, considering the short work season for the area.

We ask your concurrence in a complete time extension of 73 days.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
W. E. Schwartz

JAB:fr ja

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8055 Contractor L. W. Vail Co., Inc.

Highway Old Oregon Trail

Section Emigrant Hill - Meacham

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 73 days extension of contract time because of overrun in general excavation, P.A. 2, median drains, P.A. 6, water line, and the seasonal impact of the added work on a very short contract time considering the short work season for the area.

Recommended for Approval:

Dale D Allen
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8055

Project designation State
State-Federal

Date awarded August 20, 1974

Work started September 9, 1974

Per cent completed
Date

No. of Workdays Allowed 325 Calendar Days

No. of Workdays Used 400 Calendar Days

No. of Added Workdays Requested 86

State Printing 27929

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

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RESIDENT ENGINEER
RE ☐ — ARE ☐

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 9, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 411 days, within which to complete our Contract No. 8055, without the assessment of liquidated damages. The said contract is described as follows: Emigrant Hill to Meacham Section, Old Oregon Trail Highway, Grading, Paving, Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached letter.

Respectfully submitted,

L. W. Vail Co., Inc.
Contractor

By James W Harmon Secy.

CONSENT OF SURETY

Date November 9, 1976

We, United States Fidelity and Guaranty Co

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W June Cole
W. June Cole Attorney-in-fact

W Baker
Wayne Baker Resident Agent

(SEAL)

CERTIFIED COPY

GENERAL POWER OF ATTORNEY

No. 87263

Know all Men by these Presents:

That UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporation organized and existing under the laws of the State of Maryland, and having its principal office at the City of Baltimore, in the State of Maryland, does hereby constitute and appoint

W. June Cole

of the City of Pasco, State of Washington its true and lawful attorney in and for the States of Washington, Oregon, Montana and Idaho,

for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said UNITED STATES FIDELITY AND GUARANTY COMPANY, through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said

W. June Cole

may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said UNITED STATES FIDELITY AND GUARANTY COMPANY has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its Vice-President and Assistant Secretary, this 8th day of October, A. D. 1976

UNITED STATES FIDELITY AND GUARANTY COMPANY.

(Signed) *By* Charles W. Boone

Vice-President.

(SEAL)

(Signed) John C. Vaeth, Jr.

Assistant Secretary.

STATE OF MARYLAND,
BALTIMORE CITY, } ss:

On this 8th day of October, A. D. 1976, before me personally came Charles W. Boone, Vice-President of the UNITED STATES FIDELITY AND GUARANTY COMPANY and John C. Vaeth, Jr., Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said that they resided in the City of Baltimore, Maryland; that they, the said Charles W. Boone and John C. Vaeth, Jr. were respectively the Vice-President and the Assistant Secretary of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their names thereto by like order as Vice-President and Assistant Secretary, respectively, of the Company.

My commission expires the first day in July, A. D. 1978.

(SEAL) (Signed) Herbert J. Aull

Notary Public.

STATE OF MARYLAND
BALTIMORE CITY, } Sct.

I, Robert H. Bouse, Clerk of the Superior Court of Baltimore City, which Court is a Court of Record, and has a seal, do hereby certify that Herbert J. Aull, Esquire, before whom the annexed affidavits were made, and who has thereto subscribed his name, was at the time of so doing a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and sworn and authorized by law to administer oaths and take acknowledgments, or proof of deeds to be recorded therein. I further certify that I am acquainted with the handwriting of the said Notary, and verily believe the signature to be his genuine signature.

In Testimony Whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore City, the same being a Court of Record, this 8th day of October, A. D. 1976

(SEAL) (Signed) Robert H. Bouse

Clerk of the Superior Court of Baltimore City.

FS 3 (9-67)

COPY OF RESOLUTION

That Whereas, it is necessary for the effectual transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, be it Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing tho fidelity of persons holding positions of public or private trust, guaranteeing the performances of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, W. J. D. Somerville, Jr. , an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to

W. June Cole

of Pasco, Washington , authorizing and empowering her to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on 11-9-76
(Date)

W J D Somerville jr
Assistant Secretary.

If It's Done With Asphalt We Do It!

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

P. O. BOX 847

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

PHONE:
547-9511

December 15, 1976

Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801
Attn: W.C. Ferguson, Res. Engr.

Re: Contract #8055

Gentlemen:

We wish to request time extensions on this project for the reasons expressed in the following paragraphs. The correct forms are attached. Please accept this letter as explanation for the days requested.

1. The general excavation was increased (P.A. #4) 15,600 C.Y. Additional time required to perform this work was 22 days.

2. Additional work was performed under P.A. #2. A time of 10 days were required. A part of this work was done in conjunction with the rest of the project. However, a delay in other operations was experienced and an actual time loss of 5 days was estimated by our Superintendent.

3. With reference to P.A. #6 approximately 8 days delay was experienced due to time spent awaiting specifications and decisions. An additional 18 days was required to perform the work for a total of 26 days.

4. Our seeding and mulching subcontractor was scheduled on the project September 15, 1976. Due to the availability of mulch they did not show until September 24. They were only able to work sporadically due to the late and inconsistant deliveries of the mulch. This portion of the project was completed on October 21, 1976. A total time of 36 days was consumed. All the project, with the exception of seeding and signing had been completed. State Highway forces had striped the road and the remaining work created no hindrance on delay to the travelling public.

   A total of 5 days would have been adequate had the mulch been available. A letter from the mulch supplier explaining the nationwide shortage is attached. In as much as this condition was beyond our control, we request time in the amount of the

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difference between 5 days and 36 days, or 31 days.

5. Due to a change in the sign standards and a misunderstanding between the supplier and the State Highway Department, the standards were furnished at the wrong length. The delay in reworking the material caused delays in the installation and consequently were finally done on penalty time. This installation required 2 days. In as much as this was a situation beyond our control and did not interfere with traffic or the travelling public, we request this additional 2 days also.

The total calendar day count of this request, therefore, is 86. We hope you will keep in mind that at no time, during the life of this project, did we deliberately delay this project. In fact, many days were spent on this project when the wet, sloppy conditions caused us to operate at a loss. This situation was due to the unseasonable weather conditions for that area, and in no way is intended to reflect the ability of the State Forces, or our own. We feel that all parties performed admirably under the conditions that existed.

Yours truly,

L.W. VAIL CO., INC.

James W Harmon

James W. Harmon
Secretary

JWH:dw

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DEC 16 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

Spra-Mulch Industries
8712 Willows Road
Redmond, WA
September 28, 1976

Mr. Leonard Allen
Allen Landscaping
2049 S. E. 157th
Portland, Oregon 97233

Subject: Your request on the availability of Hydroseeding Mulch

Gentlemen:

When we met in May of this year we were unaware of any shortages for this calendar year. A shortage of hydroseeding mulch has developed over the entire United States. From every indication this shortage will continue for the remainder of this calendar year.

We will make every effort to supply your requirements as soon as possible.

Very truly yours,

SPRA-MULCH INDUSTRIES

Bertram A. Apman
Co-Owner

BAA:dma

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 4, 1977

FILE: CON 5
#8055

OK

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Emigrant Hill-Meacham
Contract No. 8055
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

L. W. Vail Company requests a complete time extension on five reasons consisting of a quantity overrun on general excavation, two added price agreements, an alleged slow availability of seeding and mulching materials and refabrication of some breakaway sign posts. Some pertinent dates are:

Bids opened	8-15-74
Contract sent	9- 3
Day count start	9-14 (325 calendar workdays allowed)
Work started	9-10
Excavation started	9-23
Work stopped for the winter	12- 4
Work resumed	Late May, 1975
Paving start	9- 2-75
Shutdown order	10-23-75 to 6-30-76
4" snowfall	11-10-75 (No further activity during winter; paving 47% completed)
Project complete	11- 4-76 (73 days liquidated damages assessed at $300 per day)

The contract time allowed was very close for a project of this nature and size in this location. The contract amount is $3,239,955. The major items are 86,700 yards of excavation, 65,100 tons aggregate shoulders, 141,400 tons A.C., 28,200 tons Class "E" A.C., 28,100 lin. ft. guardrail, 14,000 lin. ft. concrete barrier. There are a total of 159 bid items.

The time was set with a late second season completion objective. Grading could not be completed in the comparatively short time available in the fall of 1974. The project entered the winter with the grading 75 per cent completed. This relates to one of the main reasons for considering time extension. There was an 18 per cent overrun on this item. Based on average production, the Region can justify 22 days on this reason. Price Agreement No. 2 in the amount of $10,850 added six median drains and cross pipes through the pavement for outlets. Price Agreement No. 6 is the largest change order in the amount of $43,590 for the installation of an additional 26,285 ft. of 3" PVC irrigation supply line in the median. As explained by the Region, this conflicted with the grading and median embankment and contributed to the comparatively late paving start in the fall of 1975, too late to complete the paving before another winter set in.

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The Region assigns 5 days to the median drain work and an additional 26 days for this added water line work, making a total of 53 days on the above three reasons. (The other two reasons cited by the contractor are not believed to be valid.)

This would leave 20 days liquidated damages to consider further and at this point, I believe we should recognize the seasonal impact of these reasons from the perspective of a very short contract time considering the short work season for the area. I have carefully reviewed the Weekly Reports and project records and find no reason to fault the contractor's efforts. Fortunately, our last report shows the engineering underrun by 17 per cent. We, therefore, concur with the Region recommendation for a complete time extension of 73 days, but due to the seasonal impact factor involved, I believe we should submit it to FHWA for concurrence. A rough draft letter for that purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

8055

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 28, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon Project I-80N-6(59)226
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Construction Section

Samples of the asphaltic concrete on this project were obtained shortly after excessive rutting was noted on the section. These samples were sent to our Washington laboratories for analysis and comments. Attached is a copy of their memorandum and report.

Malack
G. L. Green

Attachment

cc:
Beecroft, G.

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STATE HWY ENGR
MAR 1 '77
REFER TO
FOR
Info Inves R-D D/R Sign Act File

NOTED
E. S. HUNTER

[illegible] Kinney

Venstesg
3-2-77

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: JAN 31 1977

In reply refer to: HRS-22

SUBJECT: Rutting - Tender Asphalt Concrete
Oregon Project I-80N-6(59)226
Emigrant Hill - Meacham Section
Old Oregon Trail Highway

FROM : Director
Office of Research

TO : Mr. Louis E. Lybecker
-00-10PR Regional Federal Highway Administrator
Portland, Oregon

This refers to Division Administrator G. L. Green's memorandum of August 25, 1976, requesting assistance in determining the reasons for rutting and tenderness on the subject asphalt concrete pavement. Samples of the distressed pavement and of the original asphalt cement were received on October 12, 1976.

The attached materials testing report presents the details, and a discussion and summary, of the tests conducted by our Materials Division.

The primary causative factor for the rutting-tenderness is indicated to be an over-asphalted mixture lacking sufficient stability to resist plastic deformation. As a result of this, and the relatively low temperatures associated with the dryer-drum process and the reported cold weather conditions, adequate compaction was not or could not be achieved during construction and little, if any, further densification took place under subsequent traffic.

Evidence of contamination with a solvent such as diesel is not indicated nor is it obvious that any questionable hardening qualities are reflected by the physical properties of the asphalt cement. However, it is noted that Boscan asphalt is a "high viscosity" asphalt - relatively viscous at high temperatures and relatively soft at ambient temperatures. Unless there is evidence to the contrary, the typically low dryer-drum process temperatures may not be high enough for this particular asphalt.

Original signed by
Richard E. Hay

Charles F. Scheffey

Attachment

Laboratory Evaluation
of
Rutting - Tender Asphalt Concrete
Oregon Project I-80N-6 (59) 226
Emigrant Hill - Meacham Section
Old Oregon Trail Highway

H. J. Lentz
Highway Engineering Technician
Materials Division
Office of Research
January 27, 1977

Background

This report concerns a laboratory evaluation of samples of distressed pavement and original asphalt cement used in preparing the asphalt-aggregate mixture in an effort to determine the reasons for rutting and tenderness problems associated with the subject project. This report also includes a review made of the original Oregon State Highway Division (SHD) mix design test data.

The following information was developed from an August 25, 1976, FHWA Oregon Division memorandum to the Materials Division and from subsequent telephone conversations with Oregon Division personnel:

(1) The contractor was to overlay 11 miles of a 4-lane highway using Oregon SHD Class B asphaltic concrete mix for both the leveling and base courses. Placement of these mixtures began on September 2, 1975, and continued on until October 23, 1975 when construction was stopped due to unfavorably cold weather conditions. A Boeing dryer-drum process was used.

(2) During this construction time, both the leveling and base courses were placed on the two eastbound lanes and adjacent shoulder area. Only the leveling course was placed on the two westbound lanes.

(3) During the early part of 1976, rutting was noticed in the outside eastbound lane with the pavement appearing very dense and almost ready to bleed in the wheel tracks. The first warm weather occurred in the middle of July and rutting had progressed rapidly - up to 1 3/4 inches as measured by the Oregon SHD. This was the worst rutting and it occurred for 1/2 mile in the vicinity of Station 730. Rut depths up to 3/4 inches were measured in the rest of the eastbound lanes.

-more-

(4) Small "cut-out" samples were taken from the outside eastbound lane where the worst rutting occurred and 4-inch diameter core samples were taken from the adjacent shoulder. No rutting was reported for the shoulder. Rut depths up to 3/8 inches were also measured on the westbound lanes; however, no samples were reported to have been taken.

(5) The original asphalt cement was AR-40 grade meeting specifications of AASHTO M 226, Table 3, based on residue from Rolling Thin Film Oven Test (equivalent to AC-20, Tables 1 and 2 or 120 - 150 penetration grade of AASHTO M 20). It was further indicated that the Douglas Oil Co. of California supplied this asphalt which was produced by the Chevron Asphalt Co. from Boscan (Venezuelan) crude.

(6) The Oregon SHD believed that there may have been incomplete combustion of the burner fuel (diesel) in the dryer-drum process but could not find any evidence of such contamination in either the asphalt or the mixtures.

The small "cut-out" samples of the outside eastbound lane (worst rutting), the 4-inch diameter core samples of the adjacent shoulder (no rutting reported) and 2 1-quart samples of the original asphalt cement were received by the Materials Division on October 12, 1976. Tests performed on the pavement samples included moisture content, bulk and maximum specific gravity tests, extraction tests and tests on the asphalt and aggregate recovered from extraction tests. The asphalt cements were tested for compliance with applicable AASHTO specifications. Detailed test results are presented in the attached Tables I, II and III. Photographs of the pavement samples tested are shown in Figure 1. Also attached as Exhibit A is the Oregon SHD original mix design test data together with a comparison of air voids data in Table IV.

Discussion of Test Results

The data shown in Tables I, II and III indicate that:

(1) The original asphalt cement used in the asphalt-aggregate mixture meets applicable requirements for AR-40 grade material. Evidence of contamination with a solvent such as diesel is not indicated nor is it obvious that any of the physical properties obtained on the asphalt reflect questionable hardening qualities. The test data is considered typical for Boscan 120 - 150 penetration asphalt.

(2) Relatively high moisture contents were obtained on the pavement samples, with values of 0.81 percent for the shoulder samples and 0.97 and 0.98 percent for the two eastbound lane samples. In considering that moisture contents ranging from 1 to 3 percent have been reported in the dryer-drum process, the reported values are not considered unusual.

(3) Relatively high air void contents were obtained on the shoulder samples (12.3 percent) and on the two eastbound lane samples (8.3 and 8.8 percent). Further, it is worthwhile to point out that air void contents would be even higher if the pavement sample densities are compared with the maximum specific gravities (Real Gravities at 0% Voids) reported by the Oregon SHD in Exhibit A. Such air void contents were calculated to be 16.8 percent for the shoulder samples and 12.6 and 13.1 for the eastbound lane samples. In considering that these mixtures were designed for an air void content of about 2.7 percent at 7.0 percent asphalt (see Exhibit A), the obtained values indicate that adequate field compaction was not or could not be obtained during construction and that little, if any, further densification has taken place under subsequent traffic.

(4) In comparing the pavement sample densities with the laboratory densities (at first compaction) reported in Exhibit A, the percent relative compaction for the shoulder samples is 86.2 - below the 90 percent minimum required for shoulders in Oregon Class "B" specifications. The eastbound lane samples are 88.9 and 88.4 percent and below the 92 percent required for this type mixture.

(5) Gradations run on aggregate recovered from extraction tests meet Oregon SHD Class "B" specifications except that the maximum limit of 7.0 percent for fine material passing the No. 200 sieve is exceeded by the eastbound lane samples (7.2 and 7.3 percent). The shoulder samples showed 6.6 percent. Further, it is noted that all of these values are well above the 5.0 percent target value shown in Exhibit A. Degradation of the aggregate during and subsequent to construction could, of course, partially account for this excess of fines.

(6) Extraction test results indicated asphalt contents for the eastbound lane samples to be 7.39 and 7.38 percent, by weight of total mixture. These values exceed the maximum limit of 7.0 percent in Oregon SHD Class "B" specifications. The asphalt content for the shoulder samples was 6.69 percent.

(7) The properties of the recovered asphalts show [illegible] the usual hardening of the asphalt occur[illegible] o evidence that solvent-contamination had rendered [illegible] sphalt soft. The shoulder samples (highest air voids) indicat[illegible] more hardening (49 penetration) than the eastbound lane samples (67 and 58 penetration). In the absence of other pertinent information such as the true mixing and compaction temperatures, properties of the asphalt just after mixing and just after field compaction, it is impossible to accurately explain the asphalt hardening differences noted for the pavement samples or the overall degree of hardening. For example, at the lower dryer-drum temperatures, higher penetrations (less hardening) would not be surprising.

-more-

(8) The aggregate recovered from extraction tests was identified as about 95 percent Basalt and Vesicular Basalt and 5 percent Andesite. Specific gravity and absorption data indicate that the aggregate is absorptive (2.37 percent) with bulk dry and apparent specific gravity values of 2.731 and 2.919 respectively. It is possible, however, that the solvent (trichloroethylene) used in the extraction process may have had an effect on these values.

In reviewing the Oregon SHD mix design data in Exhibit A and making comparisons with data contained in Table I through III, it may be noted that:

(1) The maximum specific gravity values (Real Gravity at 0% Voids) reported in Exhibit A are considerably higher than those obtained on the pavement samples. Further, an independent check of maximum specific gravity was made by preparing a laboratory mixture using extracted aggregate and the submitted 120-150 penetration asphalt with the resulting mixture equaling the recommended mix proportions set forth in Exhibit A. For this laboratory-prepared mixture, at 7.0 percent asphalt by weight of total mixture, the maximum specific gravity was 2.469 with an effective specific gravity of the aggregate of 2.759. This check by the AASHTO T-209 procedure compares quite favorably with the average effective specific gravity of the aggregate (2.782) for the pavement samples. It may be noted that these effective specific gravity values fall within the bulk dry and apparent specific gravities reported for the extracted aggregate in Table III. They are however, considerably lower than the value of about 2.95 which, by computation, as shown in Table IV, is the basis for the Oregon SHD Real Gravity data.

(2) As shown in Table IV, the use of the lower maximum specific gravity values would reflect insufficient voids to resist flushing and suggests that the optimum asphalt content for this aggregate/aggregate combination would be considerably less than 7.0 percent.

(3) A sharp drop in stability is also noted in Exhibit A for the mix design between 7.0 and 7.5 percent asphalt. At first compaction, the stability drops from 33 to 17 respectively. At second compaction, the stability drops from 25 to 7 respectively. At these levels of asphalt then, the mixture approaches dangerously low stability values. In considering that eastbound lane samples contained about 7.4 percent asphalt, together with a compactive effort considerably less than that achieved by the Oregon SHD laboratory, the stability in the field would be even lower and probably not sufficient to avoid plastic deformation.

(4) It is worthwhile to note that a minimum stability of 35 (30 for low volume roads) and a minimum of 4 percent air voids is recommended in the 1972 AASHTO Interim Guide for Bituminous Mixtures.

Summary

The mechanisms promoting the tenderness and rutting reported on the subject highway can not be simply and and explicitly stated. Many causative factors are indicated.

There is evidence that the primary factor may have been an over-asphalted mixture lacking sufficient stability to resist plastic deformation.

Also in evidence is that adequate compaction was not or could not be achieved during construction and little, if any, further densification took place under subsequent traffic. Critical to this problem is temperature - the relatively low temperatures normally associated with the dryer-drum process and the reported cold weather conditions which forced a shutdown of the construction operation.

Another consideration which can not be neglected is whether the asphalt cement used on this project, despite its compliance with existing AR-grading specifications, may have contributed to the overall problem. Boscan is a "high viscosity" asphalt - relatively viscous at high temperature (379 and 385 cSt, original viscosity at 275°F) and relatively soft at ambient temperature (131 original penetration at 77 °F). Although the TFOT viscosity at 140 °F is well within the specification range for AR-40 grade materials, the TFOT viscosities at 275 °F (639 and 692 cSt) far exceed the minimum requirement of 275 cSt - actually exceeding the minimum requirement of 550 cSt for the highest viscosity grade of asphalt listed in AR-Grading specifications, grade AR-160. (This extremely high-viscosity AR-160 grade is not normally recommended for use in highway paving). Also, the TFOT penetrations at 77 °F of 67 and 72 are higher than the minimum required for even the lowest viscosity grade of asphalt listed in AR-Grading specifications. This suggests the possibility that Boscan 120-150 penetration asphalt was either not available or not in normal usage in the Pacific Coast area at the time that AR-Grading specifications were formulated. Unless there is evidence to the contrary, it would appear that the normally low temperatures associated with the dryer-drum process may not be high enough for this particular asphalt to achieve adequate mixing and compacting characteristics.

TABLE I

SAMPLES OF ORIGINAL ASPHALT CEMENT

Description:	AR-4000 Grade a/		
Source of Sample:	Douglas Oil Co Of California		
Sampled At:	Plant	Plant	
Sample No:	7A	4A	
Date Sampled:	9/19/75	9/9/75	Oregon SHD Specs b/
FHWA Sample No:	D-5721	D-5722	
Date Sample Received:	10/12/76	10/12/76	
Penetration at 77F	131	131	-
Flash Point, CCC, F	450	480	440 min.
Viscosity at 140F, poises	1316	1277	*
Viscosity at 275F, cSt	385	379	-
Thin-Film Oven Test:			
Loss, percent	1.06	0.34	-
Penetration at 77F	67	72	25 min.
Percent original penetration	51.1	55.0	45 min.
Viscosity at 140F, poises	4618	3964	3000/5000
Viscosity at 275F, cSt	692	639	275 min.

Notes: a/ The producer was indicated to be the Chevron Asphalt Company and the crude source was indicated to be Boscan (Venezuelan).

b/ Same as AASHTO M-226-73, Table 3.

TABLE II

TEST DATA ON PAVEMENT SAMPLES AS RECEIVED

		Outside [illegible] Lane		
Description:	Shoulder Cores	"Bottom" Portions	"Top" Portions	
Date Pavement Placed:	9/23/75	9/2 thru	10/23/75	
Date Pavement Sampled:	8/18/76	8/18/76	8/18/76	
FHWA Sample No:	B-5723	B-5724	B-5725	Oregon SHD Class "B" Specs
Date Sample Received:	10/12/76	10/12/76	10/12/76	
Moisture, percent	0.81	0.97	0.98	-
Bulk Specific Gravity	2.182 a/	2.266 b/	2.254 c/	-
Maximum Specific Gravity d/	2.487	2.470	2.472	-
Eff Agg Specific Gravity d/	2.773	2.785	2.783	-
Air Voids, percent	12.3	8.3	8.8	-
Relative Compaction, percent e/	86.2	88.9	88.4	92 min f/

Notes: a/ Average value for four 4-inch diameter cores. Individual values ranged from 2.136 to 2.216.

b/ Average value for three portions weighing between 450 and 700 gms. Balance of sample was distorted. Individual values ranged from 2.229 to 2.290.

c/ Average value for five portions weighing between 75 and 250 gms. Balance of sample was distorted. Individual values ranged from 2.192 to 2.[illegible].

d/ AASHTO T-209-74, bowl determination.

e/ On basis of bulk specific gravity values at 1st Compaction for laboratory-compacted specimens shown in Oregon SHD mix design data. (See Exhibit A).

f/ 90 percent minimum is required for shoulders.

TABLE III

EXTRACTION ANALYSES a/

	Shoulder Core	Cores In TR Lane "Bottom" Portion	Cores In TR Lane "Top" Portion	Oregon SHD Class "B" Specs
FHWA Sample No:	D-5723	D-5724	D-5725	
Asphalt, percent by wt of mix	6.69	7.39	7.38	4.5/7.0
Properties of recovered asphalt: b/				
Penetration at 77F	49	57	59	-
Viscosity at 140F, poises	2748	4797	7958	-
Viscosity at 275F, cSt	1006	721	850	-
Flash Point, COC, F	-	490	-	-
Gradation of extracted aggregate: c/				
Passing 1"	100	100	100	100
Retained 3/4"	0.0	0.7	2.8	0/5
Retained 1/4"	37.0	33.6	33.1	28/45
Retained No. 10	30.1	31.2	30.2	17/35
Retained No. 40	18.1	18.6	18.4	11/20
Retained No. 200	8.2	8.7	8.2	5/17
Passing No. 200	6.6	7.2	7.3	3/7
% Ret No. 10/% Pass 1/4"	47.8	47.5	47.1	42.5/57.5

Specific Gravity Data of extracted aggregate: d/

Bulk Dry 2.731 Bulk SSD 2.796 Apparent 2.919 % Absorption 2.37

Identification of extracted aggregate:

95% Basalt and Vesicular Basalt and 5% Andesite

Notes: a/ AASHTO T-164-74, Method A.
b/ AASHTO T-170-73.
c/ AASHTO T-27-74, washed analysis.
d/ AASHTO T-84-74 and T-85-74.

TABLE IV

COMPARISON OF AIR VOID DATA

Asphalt Content, %	5.5	6.0	6.5	7.0	7.5
(On basis of Oregon SHD Ideal Gravity at 0% Air Voids) a/					
Voids at 1st Compaction	7.1	5.7	4.2	2.7	1.2
Voids at 2nd Compaction	5.2	3.8	2.3	0.0	0.0
(On basis of FHWA Maximum Specific Gravity Tests, AASHTO T-209) b/					
Voids at 1st Compaction	2.5	1.0	0.0	0.0	0.0
Voids at 2nd Compaction	0.6	0.0	0.0	0.0	0.0

Notes: a/ Assuming a specific gravity of 1.03 for asphalt, these Ideal Gravity values reflect the use of an aggregate specific gravity of about 2.95.

b/ These maximum specific gravity values are based on an effective specific gravity of the aggregate of 2.782 and an assumed asphalt specific gravity of 1.03.

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. [illegible]
Data Sheet No. L-39226
Prefix 630-1227
Amount Charge 3/100-
Date Received 7/15/75
Date Reported 8/13/75
Mix Type Class "C" F/C

Project Emigrant Hill - Meacham
Contractor: Prime L.W. Vail, Inc. Contract No. 3055 Fed. Aid No. I-80N-6(5)
Paving " " " "
Engineer: Region W. E. Schwartz Resident W. Ferguson
Aggregate: Source #30-63-5 Indian Quarry Type Quarry
Asphalt: Brand Douglas Grade AR 4000

MIX DESIGN PROPORTIONS:

Agg. Size % Comb.	Field 3/4-0	Grading Design		Comb. Agg. Dry Sieve[1]	Washed by Vacuum	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
						RECOMMENDED MIX PROPORTIONS			
1	100	100		100	100		100	100	
3/4	98.4	98.0		98.0	98.0	Class	98.0	98.0	
1/2	86.0	87.0		87.0	87.0	'E' Mix	87.0	87.0	
3/8		78.0		78.0	78.0	Specified	78.0	78.0	
1/4	64.6	65.0		65.0	65.0		65.0	65.0	
4		54.8		51.8	51.8		51.8	51.8	
10	31.1	30.0		30.0	30.0		30.0	30.0	
40	9.2	12.0		12.0	12.7		12.0	12.0	
200	2.2	4.0		4.0	4.3		5.0	5.0	
P200			T-30	(P200)	5.0				
No. Ave.	67								
Asphalt Content Including	0.6	% Retention					7.0	7.0	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction		2.59	2.59	
Mix Design % Voids @ 100% Compaction		0.8	0.8	

MIX DESIGN TEST DATA: Temperature of Mixture → @ compaction 260°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561) recommended 215°F.

Asphalt Content (%) Douglas AR4000	5.5	6.0	6.5	7.0	7.5
Asphalt Film Thickness	Dry-Suff	Dry-Suff.	Suff.	Suff-Thi	Thick
Stability Value @ 1st Compaction	31	32	33	33	17
Cohesion Value @ 1st Compaction	423	434	597	560	491
Bulk Sp. Gravity @ 1st Compaction	2.48	2.50	2.52	2.54	2.56
Percent Voids @ 1st Compaction	7.1	5.7	4.2	2.7	1.6
Stability Value @ 2nd Compaction	40	37	34	25	7
Bulk Sp. Gravity @ 2nd Compaction	2.53	2.55	2.57	2.57	2.59
Percent Voids @ 2nd Compaction	5.2	3.8	2.3	0.8	0.0
Real Gravity @ 0% Voids Rice Method	2.67	2.65	2.63	2.61	2.59

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas AR4000	5.5	6.5	7.5
Index of Ret. Str. (%)	78	82	86

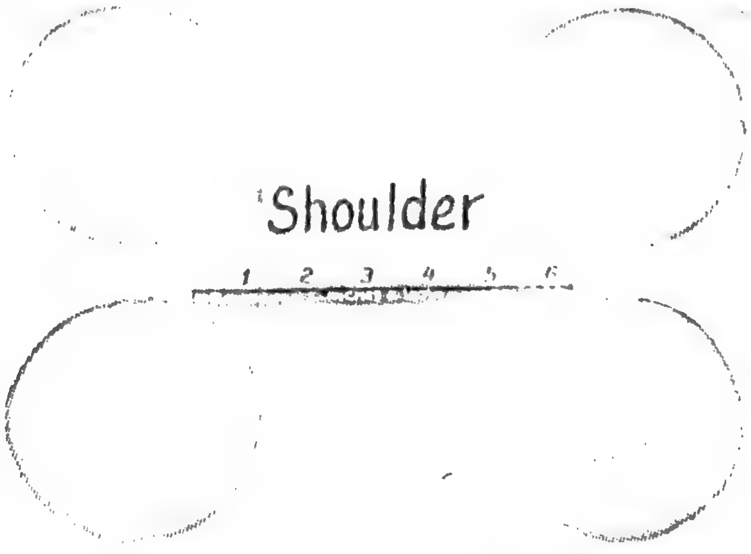
[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA
Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer Ferguson
Soils & Geology
Regional Geologist V. Moore
Files

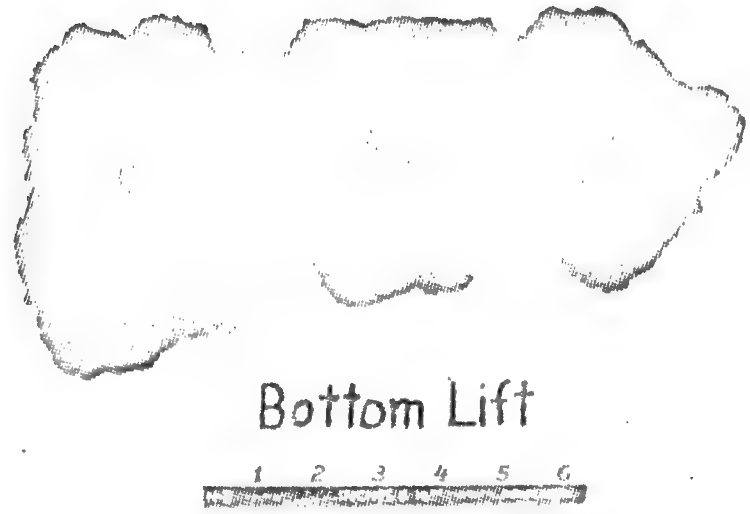
L. W. Vail, Inc.

Exhibit A

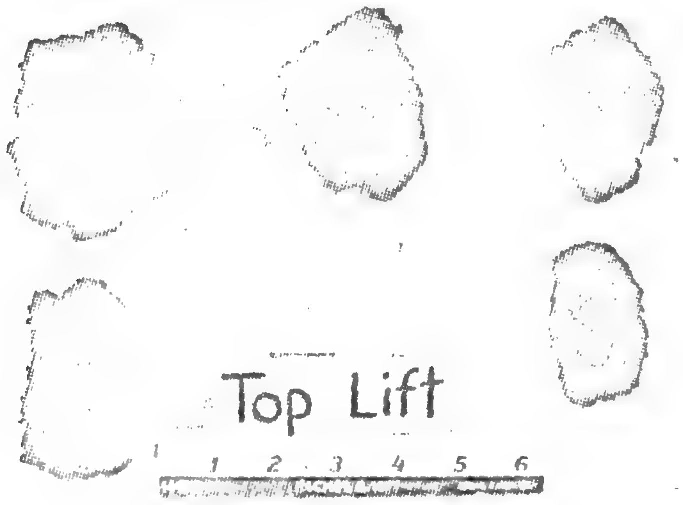
John C. [illegible]
Engineer of Materials and Research


Shoulder
1 2 3 4 5 6

Shoulder Cores B-5723


Bottom Lift
1 2 3 4 5 6

Outside Eastbound Lane
"Bottom Portions"
B-5724


Top Lift
1 2 3 4 5 6

Outside Eastbound Lane
"Top" Portions
B-5725

FIGURE 1: POLAROID PHOTOGRAPHS OF PAVEMENT SAMPLES TESTED

No. 92

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Emigrant Hill - Meacham	**WEEK ENDING:** 11 December 1976	**SECTION PREFIX** 630-1027
HIGHWAY Old Oregon Trail	**COUNTY** Umatilla	
NAME OF JOB Emigrant Hill - Meacham	**KIND OF WORK** Grading, Paving, and Signing	
CONTRACTOR L. W. Vail Company, Inc.	**CONTRACT NUMBER** 8055	**FEDERAL AID PROJECT NUMBER** I-80N-6(59)226
DATE OF CONTRACT August 20 1974	**DATE WORK STARTED** 10 September 1974	**ESTIMATED COMPLETION DATE**
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	**SPECIFIED WORK DAYS** **SPECIFIED CALENDAR DAYS** 325	**WORK DAYS USED** **CALENDAR DAYS USED** 400
PROJECT AUTHORIZATION: $3,825,062.55	**SPECIFIED COMPLETION DATE** 3 November 1975	**PERCENT OF TIME ELAPSED** 123.1%
EXCLUSIVE OF ENGINEERING: $3,553,085.10	**ENGINEERING AUTHORIZATION** $272,004.45	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST** 100%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $3,515744.69	**ENGINEERING COST TO DATE** $225,676.80	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION**
ESTIMATED PERCENT ~~OVERRUN~~ **UNDERRUN** 1.0%	**PERCENT OF AUTHORIZATION** 83.0%	**DATE PROJECT WAS COMPLETED:** 4 November 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	Agg. Shldrs.	Paving	Cl."E" AC	Concrete Barrier
MILES IN PROJECT	11.03 Mi.	11.03 MI.	11.03 Mi.	11.03 Mi.	2.65 Mi.
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED	11.03 Mi.	11.03 Mi.	11.03 Mi.	11.03 Mi.	2.65 Mi.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	86,700 CY	120,000 Ton	141,400 Ton	28,200 Ton	14,000 LF
TOTAL QUANTITIES CORRECTED TO DATE	102,292 CY	121,593 Ton	142,829 Ton	27,648 Ton	14,001 LF
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	102,292 CY	121,593 Ton	142,829 Ton	27,648 Ton	14,001 LF
AVERAGE DAILY QUANTITIES	-	-	-	-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	-
NUMBER OF SHIFTS PER DAY	-	-	-	-	-
HOURS PER SHIFT	-	-	-	-	-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	RCBC				Signing		Water Line	
PERCENT	100%				100%		100%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December SUNDAY 5	Overcast & Cold	0		
MONDAY 6	Overcast & Cold	0		
TUESDAY 7	Overcast & Cold	0		Keasey RECEIVED Richard
December WEDNESDAY 8	Overcast & Cold	0		Boen Glenn [illegible] 1976
THURSDAY 9	Overcast & Cold	0		CONSTRUCTION
FRIDAY 10	Overcast & Cold	0		Walker SECTION
SATURDAY 11		0		BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY.	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Simi-final work in progress.
Final Weekly Report

ineering this week: $1,753.43 SIGNED Resident Engineer LOCATION Pendleton

IDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

80-5 STATE COPY 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-110		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	11-4-76	Project Number I-80N-6(59)226

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **September 12**, 19 **74**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,722,460	$ 4,000,007
Federal funds	$ 3,434,713	$ 3,690,950
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. T. [illegible]

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon October 27, 1976

Federal Aid Project
No. I-80N-6(59)226
Safety

Emigrant Hill-Meacham Section

Old Oregon Trail Hwy. In Umatilla County

Revised Project Agreement Estimate.

Type Code 6201
Pavement Overlay (Sta. 1002+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404+05.55 to Sta. 830+00)

Total same as previous estimate of September 3, 1974	$2,509,007.00

Type Code Y106
Roadway (Safety)(Sta. 1002+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404+05.55 to Sta. 830+00)

Subtotal on previous estimate of September 3, 1974	$1,103,139.60

Previous Estimate

General Excavation	86,700 cu.yd.	2.10	182,070.00
Guardrail, Type 3	200 lin.ft.	22.12	4,424.00
3-inch PVC Water Line	4,000 lin.ft.	2.40	9,600.00
			$ 196,094.00

Revised Estimate

General Excavation	120,000 cu.yd.	2.10	252,000.00
Guardrail, Type 3	3,540 lin.ft.	22.12	78,304.80
3-inch PVC Water Line	8,000 lin.ft.	2.40	19,200.00
PA 6 3-inch PVC Irrigation Delivery Main	27,750 lin.ft.	1.40	38,850.00
PA 6 Air Release Valve Assembly	3 only	380.00	1,140.00
PA 6 Drain Valve Assembly	3 only	1,200.00	3,600.00
SFO 1 Work by Pacific N.W. Bell	Lump Sum		3,593.00
SFO 1 Supplement Work by Pacific N.W. Bell	All Required		1,300.00
SFO 4 Drill,Test and Develop Well	" "		22,050.00
SFO Test Wells in Vicinity of Quarry Site	" "		5,000.00
			$ 425,037.80
	Increase		228,943.80
	Subtotal		$1,332,083.40
	Engineering		158,916.60
	TOTAL		$1,491,000.00

Emigrant Hill-Meacham Section

Old Oregon Trail Hwy. in Umatilla County

Length of Roadway - - - - - - - - - - - 11.034 miles

Cost of Roadway per mile- - - - - - - $227,388.71 Overlay
- - - - - - - - $135,127.78 Safety

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Overlay)	$2,509,007.00	$2,315,060.00	$193,947.00
Roadway (Safety)	1,491,000.00	1,375,890.00	115,110.00
TOTAL	$4,000,007.00	$3,690,950.00	$309,057.00

Group 1 - 100%
Contract No. - 8055
Prefix - 630-1027
Pro Rata 92.28%

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-28	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-12-74	COUNTY Umatilla PROJECT NO. I-80N-6(59)226 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 15.8 mi. S.E. of E. Pendleton Int., S.E. 11 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-24-74	11.034
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,722,460	$ 3,434,713

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Engineer)

for G. L. Green

Date executed by Division Engineer SEP 12 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-6(59)226 Safety

EMIGRANT HILL-MEACHAM SECTION

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, September 3, 1974

Project Agreement Estimate.

Type Code 6201
Pavement Overlay (Sta. 1002+00 thru Eq. Sta. 1002+81.43 Bk = Sta. 979+67.86 Ah thru Eq. Sta. 1135+50.08 Bk = Sta. 404+05.55 Ah to Sta. 830+00)

Aggregate Base	520 ton	2.80	$ 1,456.00
Aggregate Shoulders	65,100 ton	2.80	182,280.00
Hauling and Placing Aggregate Shoulders	55,100 ton	2.25	123,975.00
Asphalt Concrete Mixture	141,400 ton	5.35	756,490.00
Class "E" Asphalt Concrete Mixture	28,200 ton	6.35	179,070.00
Asphalt in Mixture	11,200 ton	80.00	896,000.00
Portland Cement Additive in Class "E" Mixture	290 ton	65.00	18,850.00
Asphalt in Tack Coat	133 ton	115.00	15,295.00
			$2,173,416.00

Anticipated Items

Permanent Striping	All Required		$ 6,000.00
Granular Material (Royalty)	290,000 ton	0.075	21,750.00
Stage Construction Striping	All Required		2,000.00
1" - 0 Rock from Stockpile	55,000 ton	1.37	75,350.00
On-the-Job Trainees (3 @ $800.00)	All Required		2,400.00
			$ 107,500.00
	Subtotal		$2,280,916.00
	Engineering		228,091.00
	Total		$2,509,007.00

Type Code Y106
Roadway (Safety Work)(Sta. 1002+00 thru Eq. Sta. 1002+81.43 Bk = Sta. 979+67.86 Ah thru Eq. Sta. 1135+50.08 Bk = 404+05.55 Ah to Sta. 830+00)

Furnishing Field Laboratory	1 only		$ 1,000.00
Mobilization	All Required		120,000.00
Temporary Protection and Direction of Traffic	All Required		18,500.00
Temporary Signs	2,220 sq.ft.	5.00	11,100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	210 lin.ft.	4.00	840.00

Oversized Advance Construction Signs	2	only	3,000.00	6,000.00
Flagmen	2,920	hour	12.00	35,040.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		42,000.00
Ditch Excavation	110	cu.yd.	10.00	1,100.00
General Excavation	86,700	cu.yd.	2.10	182,070.00
Trench Excavation	900	cu.yd.	15.00	13,500.00
Finishing Roadbed and Slopes	All	Required		8,500.00
Watering	3,260	M-gal.	4.00	13,040.00
Concrete in Walls	19	cu.yd.	155.00	2,945.00
Reinforcement in Walls	4,840	lb.	0.40	1,936.00
15-inch Culvert Pipe	580	lin.ft.	10.00	5,800.00
18-inch Culvert Pipe	510	lin.ft.	10.00	5,100.00
24-inch Culvert Pipe	102	lin.ft.	12.00	1,224.00
36-inch Culvert Pipe	54	lin.ft.	22.00	1,188.00
Extra for Pipe Under Pavement	100	lin.ft.	4.00	400.00
Concrete Inlets, Type G-2MA	33	only	550.00	18,150.00
Concrete Inlets, Type "ME"	12	only	650.00	7,800.00
Concrete Inlets, Type "MO"	4	only	650.00	2,600.00
6-inch Drain Pipe	3,400	lin.ft.	4.50	15,300.00
Special Filter Material in Drains	540	cu.yd.	15.00	8,100.00
Guard Rail, Type 2A	28,100	lin.ft.	6.56	184,336.00
Guard Rail, Type 3	200	lin.ft.	22.12	4,424.00
Guard Rail Anchors, Type 1	12	only	450.00	5,400.00
Guard Rail Anchors, Type 2	30	only	260.00	7,800.00
Extra for Guard Rail Bridge Connections	8	only	260.00	2,080.00
Rail End Pieces, Type A	30	only	10.00	300.00
Rail End Pieces, Type C	12	only	125.00	1,500.00
Concrete Barrier	14,000	lin.ft.	13.95	195,300.00
Paved Culvert End Slopes	1,252	sq.ft.	7.50	9,390.00
Grouted Riprap	4	cu.yd.	150.00	600.00
Guide Posts	580	only	8.00	4,640.00
Adjusting Inlets	1	only	150.00	150.00
Roadside Seeding and Mulching	52	acre	475.00	24,700.00
Removal of Existing Sign Installations	All	Required		1,500.00
Painted Wood Sign Posts	All	Required		5,645.00
Sign Support Footings	All	Required		3,500.00
Breakaway Sign Posts	All	Required		11,700.00
Type "A" Signs in Place	334	sq.ft.	9.90	3,306.60
Type "C" and "D" Signs in Place	92	sq.ft.	7.50	690.00
Type "E" and "G" Signs in Place	58	sq.ft.	7.50	435.00
Move and Reinstall Existing Signs	All	Required		750.00
2-1/2-inch PVC Water Line	23,100	lin.ft.	2.20	50,820.00

3-inch PVC Water Line	4,000 lin.ft.	2.40	9,600.00
Air Release Installation	3 only	380.00	1,140.00
Drain Valve Assembly	3 only	1,200.00	3,600.00
			$1,066,539.60

Anticipated Items

On-the-Job Trainees (2 @ $800.00)	All Required	$ 1,600.00
Temporary Erosion Control	All Required	5,000.00
Stripping Guard Rail Paint	All Required	5,000.00
Scaling Rock Cuts	All Required	25,000.00
		$ 36,600.00
	Subtotal	$1,103,139.60
	Engineering	110,313.40
	Total	$1,213,453.00

Length of Roadway - - - - 11.034 miles

Cost of Roadway Per Mile-	$227,388.71	Overlay
Cost of Roadway Per Mile-	109,973.99	Safety

Retained in Program Status

Pacific N.W. Bell	All Required	$ 7,000.00
	Subtotal	$ 7,000.00
	Engineering	700.00
	Total	$ 7,700.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Overlay)	$2,509,007.00	$2,315,060.00	$193,947.00
Roadway (Safety)	1,213,453.00	1,119,653.00	93,800.00
Subtotals	$3,722,460.00	$3,434,713.00	$287,747.00
Retain in Program	7,700.00	7,104.00	596.00
Totals	$3,730,160.00	$3,441,817.00	$288,343.00

Group 1 - 100%

Contract No. 8055

Prefix: 630-1027

15

FORM 81-734-3030

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8055

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 6, 1976

John H Walker

FROM: John H. Walker
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: Inspection of Distressed Area of Pavement on the Emigrant Hill-Meacham Section Contract No. 8055

NOTED
E. S. HUNTER

On August 2 and 3, 1976, Jim Wilson, Dale Allen, Bill Ferguson and John Walker viewed and carefully inspected the area just easterly from Emigrant Park, primarily about Sta. 700-800. Mike Huddleston also was with us part of the afternoon of the 2nd.

The main distressed area was paved late last fall with an approximate 1½" leveling course and an overlying 1½" base lift, each being a Class B asphalt concrete.

Examination of the roadway shows excessive rutting in the wheel tracks on the right lane of the eastbound lanes. This has also caused humping at centerline of the lane. The inside or left hand lane does not show this excessive rutting or humping. The right lane which is showing distress is, of course, the one which carries the heavy truck traffic to a greater extent.

On June 21-22, 1976, Dick Nichols and I made an inspection trip to LaGrande and enroute over this section noticed, stopped and examined the eastbound pavement in this area. At that time, the rutting was estimated to be about a half an inch [illegible] the wheel tracks. We notified the Region and Resident Engineer to keep watch on it. Somewhat later when warm weather occurred, the pavement began showing excessive rutting and the Engineer immediately was concerned and did extensive coring to determine the condition of the existing pavement. It was from the viewing of the cores that instigated the August 2 and 3 inspection.

During the August 2-3 inspection and review of materials testing, more coring was done to add a little additional information. This mainly confirmed what had been done before and showed the distress to be primarily centered in the Sta. 700-800 area.

In this area, rutting varied from 1/2 inch to 2 inches plus the cores indicated the leveling or bottom lift to be of a quite different character than the overlying lift. In most instances where rutting was high, the bottom lift showed much separation of asphalt and aggregate and good cores were impossible to attain. Attached photos show such a typical area. These photos are from cores taken during our inspection.

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
AUG 12 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

A close inspection of all the cores indicate that some type of contamination of the asphalt has occurred in this bottom mix. There is quite a lot of separation of asphalt and aggregate. Several possible causes were considered. Too much heat can often cause such an appearing problem, but it is doubtful in this case, as mix temperatures in the drum-dryer plant show only about 260° F. Excess moisture was considered, but again it is doubtful, as aggregate moisture was low. The thing which appears most likely is contamination by burner fuel. At this time, there is no evidence that the storage tank was contaminated, nor does asphalt samples checked show any problem areas. However, some backup samples will be run to see if anything can be found. The asphalt was being supplied and delivered to the project by Douglas Oil Company and trucks from their plants, while burner fuel was being delivered by a different supplier - McCall Oil Company, a more local firm. The contractor's storage tanks for these products were separated by quite some distance and so it appears doubtful whether deliveries were mixed up.

It appears more likely that possibly there could have been some contamination from unburnt burner fuel from the plant operation. The contractor and engineer are checking into this. Our laboratory is also testing this material in an attempt to pinpoint the problem area.

The top lift base placed shows in the field and in the cores that it is quite unstable and capable of movement when subjected to the heat of the sun. As can be seen by some of the photos, the wheel tracks have glazed over with asphalt and are quite slick and shiny. There appears to be an excess of asphalt, especially at the top surface where the heavy traffic has been. A check on asphalt content shows that the lift placed in this area on 10/24/75, contained by field test 7.71 percent asphalt content. Laboratory Design Mix #3, Modified, was being used which called for 7.8 percent asphalt. Also field tests show the aggregate gradation to be in compliance to specifications.

As a result of the inspection, it was determined that we could probably live with the pavement which showed no more than 3/4" rutting. But there was one area at approximately Stations 720 to 770 where rutting and humping shows distress of 3/4" to over 2" and also some rippling and corrugating of the pavement in the right lane of the eastbound lanes. It was determined that the two layers placed in this area should be removed and replaced with a more stable pavement. This removal to be only in the right hand lane (12 ft. wide) and approximately 5,000 ft. long.

With the data at hand, it appears the contractor should be responsible for the condition of the leveling or bottom lift of the pavement, as contamination in the mix is indicated and it would be his operation in some manner that contaminated it.

The tender unstable top lift no doubt contributed to some of the rutting, as there was some degree of this on all of the eastbound pavement throughout the project.

Memo to the Files
August 6, 1976
Page 3

The combination of the contaminated bottom lift and the action of the soft unstable top lift no doubt caused the high degree of rutting, humping and rippling that occurred in the 5,000 ft. area that will be removed and replaced. Subsequent tests and investigation may somewhat alter the present analysis of this situation.

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JHW:fr

Att.

cc: E. S. Hunter
Dale Allen
William Ferguson
Jim Wilson
Dick Nichols, FHWA

Re: Hunters note:

Re: The areas 3/4" & less. The measured rutting depth is from crest of humping to bottom of wheel rut & so actual rutting from original grade is probably less than 1/2". Also when the bad rutting area was removed a check was made and the material of the leveling course outside the bad area was solid and rutting was primarily due to the soft top lift.

Wallace

NOTED
E. S. HUNTER

4B

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8055 10-14-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -80N-6(59)226

STATE PROJECT NO. Emigrant Hill-Meacham Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 1-790

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'R
OCT 16 '75
REFER TO Rulison
FOR
Info Inves R

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE September 19, 1975

FEDERAL ROUTE NUMBER Interstate Route 80N

STATE ROUTE NUMBER Old Oregon Trail Route 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Pacific Northwest Bell Telephone Company's telephone cable effective September 19, 1975. Reimbursement on an actual cost basis estimated to be $1,300.00 - federal funds $1,200.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program memorandum dated July 11, 1974 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the Pacific Northwest Bell Telephone Company consisting of your Regional Utilities Engineer's verbal notice, and plans and estimate furnished by Mr. Preston's September 25, 1975 letter. Mr. Harlin Gerlach's Affidavit of Pacific Northwest Bell Telephone Company's property rights is acknowledged.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-75	C R Burghardt fr	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS O. FORM PR-1240 (REV. 6-68) WILL BE USED

#8055

~~CON 7679~~

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

97-H

NOTED
E. S. HUNTER

Dear Mr. Green:

Deadman's Safety Rest Area
Emigrant Hill-Meacham Section
Old Oregon Trail Hwy.
Oregon Project I-80-N-6(-)
Water Supply System Betterment

Your letter of August 25, 1975 indicates doubt that work required for the subject water supply system betterment can be accomplished economically under the existing contract.

It is our desire to check into the cost of doing this betterment on a extra work basis. The prices received from the contractor will be checked against the engineer's estimate in a manner similar to checking bids received for a contract project. If the price on the extra work basis is found to be excessive, the work will be done by contract on a competitive bid basis.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
C. T. Keasey
W. E. Schwartz

RECEIVED
STATE HWY ENGR
SEP 9 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-6(-)
Old Oregon Trail Highway
Emigrant Hill-Meacham Section
Deadmans Pass Rest Area
Water Supply System Betterment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Federal participation with FAI funds in the work proposed in Mr. Hart's August 8 letter is approved.

Mr. Hart indicates that you may wish to have this work performed through a price agreement with the contractor for the present overlay and safety project in that area. It seems doubtful that this additional work could be economically accomplished under the existing contract. We will await your findings and recommendation.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 26 '75
TO Hart
Info | Sign | Act | File ✓

NOTED
R. W. ELLISON

RECEIVED
AUG 28 1975
BRIDGE SECTION

Form FHWA 121 (Rev. 5-73) #0055 43

UNITED STATES GOVERNMEN

Memorandum

DEPAR NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-6(-)
Old Oregon Trail Highway
Emigrant Hill-Meacham Section
Deadmans Pass Rest Area
Water Supply System Betterment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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G. L. Green

RECEIVED
STATE HWY ENGR
AUG 26 '75
TO
Hart

Orig -
8-27-75

8055

File CON 8055

48

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 18, 1975

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 19 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Attention Dick Nichols

Gentlemen:

Emigrant Hill-Meacham
Old Oregon Trail Hwy.
Deadman Pass Safety Rest Area
Water Supply System Betterment

Attached is one set of plans, specifications and estimate for the Deadman Pass SRA water supply system betterment.

It is contemplated this work will be done as a price agreement to the subject contract. However, if negotiations with the contractor fail to produce a satisfactory price, the work will be done under separate contract.

Phase 'A' of this betterment work is being done by price agreement under the existing contract and the attached cost estimate should be adjusted according.

Your approval for federal participation for this work is requested.

Very truly yours,

Walter J. Hart
Bridge Engineer

[illegible]
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc E. S. Hunter
L. W. Rulien
W. E. Schwartz

8055

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:** CON 5

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 30, 1975

FROM: C. T. Keasey
Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Water Supply System
Deadmans Pass SRA
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
I-80N

Attached is information obtained on two wells drilled at Emigrant Park as water supply for the Deadmans Pass Safety Rest Area, together with a sketch map showing the location of the wells and their elevations.

The Emigrant Hill-Meacham project, Contract No. 8055, calls for the installation of 2½-inch and 3-inch P.V.C. pipe between Emigrant Park and Deadmans Pass, but since the wells had not yet been drilled, no provision was made for connecting the system, nor is there any provision for pumps and storage reservoir at the Park.

We now have the necessary information to complete the design of the system and if we can negotiate successfully with the contractor, the system could be completed under the present contract.

In view of the available water supply, the pipe sizes called for in the contract should also be reviewed.

Please have someone design the water system for us. The contractor is anxious to get the pipe ordered so this should be a first order of business.

CTK:fr

Att.

cc: Dale Allen

data to Bridge for design
Gordon Ballard
(Roy has copies of attachments)
~~[illegible]~~

A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 31 1975
ROAD DESIGN SECTION

Return to
Bring Up
Other

Form A-105 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8055

Order No. 6

Section Emigrant Hill - Meacham

Date 22 January, 1975

Highway Old Oregon Trail

F.A.P. No. I-80N-6(59)226

County Umatilla

Prefix 630-1027 Account No. 279-06

Description of Work To Be Done: Test wells in vicinity of quarry site.

Location by Station Numbers: Within 1-mile radius of project material source: Lease No. TL-5174(842).

APPROVED EFFECTIVE DATE 1-22-75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 4-14-75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$3,600.00
Equipment	1,200.00
Materials	200.00
Total	$5,000.00

Explanation: To conduct tests of water quantity and quality on wells within 1-mile radius of quarry site before and after work in quarry. Standard Specifications for Highway Construction 1974 shall apply. Authorization provided for in the additional anticipated items for this contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $1,[illegible],062.55

Present estimate of project cost, including $5,000.00 for work under this order $1,865,062.55

Expected under-run over-run (amount) . . . . . . $ -0-

Expected under-run over-run (per cent) . . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: WCFerg
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER
Regional Engineer

Approved:
Construction Engineer

SP*72830-734

#3055

10-22-74

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 10-22-74	INSPECTION MADE BY R. L. Peterson, Asst Area Engineer		PROJECT NO. I-80N-6(59)226

IN COMPANY WITH
Bill Ferguson, Res Engr, OSHD; D. Johnson & A. Masuda, Engr Trainees, FHWA.

LOCATION
Emigrant Hill-Meacham Section

CONTRACTOR NAME AND ADDRESS
L. W. Vaile Co., Pasco, Washington

AWARD DATE 8-20-74	CONTRACT AMOUNT $3,239,955.60	TIME ALLOWED 325 cal. days	TIME STARTED 9-10-74	WORK STARTED 9-10-74
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 13%	WORK COMPLETED 2%	

REMARKS

COPY SENT
NOV 11 1974
Washington

EMIGRANT HILL - MEACHAM SECTION
Grading, Paving, and Signing

Work in progress included excavating material from the slope to the right of the eastbound lanes between Stations 1100 and 1105±. This material was being placed in the median area between Stations 1115 to 42± and 490 to 540±.

The traffic control was being handled satisfactorily.

NOTED
H.S.COULTER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

11-12-74

8055   10-17-74

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-80N-6(59)226

STATE PROJECT NO. EMIGRANT HILL - MEACHAM SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: UMATILLA

ITEM NO. 1-790

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG.
OCT 21 '74
REFER TO Schneider
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 23, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: OLD OREGON TRAIL - PRIMARY ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE CO.'S CABLE EFFECTIVE 8-23-74. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $3,593.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
OCT 21 1974
Office of

REMARKS
OUR PROGRAM MEMORANDUM DATED JULY 11, 1974 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST TELEPHONE COMPANY CONSISTING OF YOUR UTILITIES & RAILROAD ENGINEERS VERBAL NOTICE OF CONFLICT, THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S AUGUST 20, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S SEPTEMBER 10, 1974 LETTER.

THE EXISTANCE OF MR. HARLIN GERLACH'S CERTIFICATION OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-17-74		DIVISION ENGINEER

Original To Rudien
Copies - Boyd
Chidsey
10-21-74

STOCKS OF FORM PR-1240 (REV. 6-68) [illegible]

8055
SEP 26 '74
REFER TO
Orig Coulter
9-27-74
FOR

STATE COPY/P

Contingent upon modification of project agreement if additional funds are required
Malach
Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8055
9-25-74
Order No. 4
FEDERAL HIGHWAY ADMINISTRATION

Section Emigrant Hill - Meacham Date August 29, 1974

Highway Old Oregon Trail F.A.P. No. I-80N-6(59)226

County Umatilla

Prefix 630-1027 Account No. 230-04

Description of Work To Be Done:

1. Drill, test and develop a potable water well.
2. Performance of such additional and incidental work as called for by the specifications and/or the engineer.

Location by Station Numbers:

Mile post 235.3 approx 24 miles west of La Grande on the Old Oregon Trail Highway

Estimate of Quantities and Costs: As per attached bid schedule

1. Drilling 8" Well in Alluvium	100 lin. ft. @ $18.00 =	$ 1,800.00
2. Drilling 8" Well in Rock	200 lin. ft. @ $18.00 =	$ 3,600.00
3. Furnish and Install 8" Well Casing	100 lin. ft. @ $ 9.85 =	$ 985.00
4. Furnish and Install 6" Perforated casing	200 lin. ft. @ $9.85 =	$ 1,970.00
5. Pumping Test	10 hours @ $24.00 =	$ 240.00
6. Standby Time	30 hours @ $50.00 =	$ 1,500.00
7. Completion, Polyphosphate, surge, etc.	All Specified =	$ 250.00
8. Driving Shoes - 8"	each @ $57.00 =	$ 57.00
9. Driving Shoes - 6"	each @ $56.00 =	$ 56.00
	Total Amount of Bid =	$10,458.00
Contingencies		$ 2,542.00
	Total estimated cost	$13,000.00

Explanation:

To develop an adequate water supply for "Deadmans Pass Safety Rest Area", to be used in conjunction with existing water sources.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$3,825,062.55
Present estimate of project cost, including $13,000.00 for work under this order	$3,825,062.55
Expected under-run over-run (amount)	$ -
Expected under-run over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: Joseph H. Schlaht
Resident Engineer
For: W. C. Ferguson

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended: Dale Allen
REGIONAL CONSTRUCTION ENGINEER

Approved: R. Kersey
Construction Engineer

CC: Zitzewitz

SP*73602-734

8055

August 21, 1974

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County for the sum of $3,239,955.60. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8055.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
    Daily Journal of Commerce, Seattle & Portland
    C. T. Keasey
    Vince Gallagher
    Walt Hart
    W. E. Schwartz
    Wm. Ferguson
    Wm. Geibel (SAIF)

8055

8-12-74

U.S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION	[illegible]AL AID PROJECT NO. I-80N-6(59)226
LETTER OF APPROVAL AND/OR AUTHORIZATION	STATE PROJECT NO. EMIGRANT HILL - MEACHAM SECTION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UMATILLA
	ITEM NO. I-790	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
Rulien w/maps
8-16-74

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80
JULY 24, 1974	JULY 24, 1974	STATE ROUTE NUMBER OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*

PERMANENT STRIPING	$6,000
GRANULAR MATERIAL (ROYALTY)	21,750
STAGE CONST. STRIPING	2,000
1"-0 ROCK FROM STOCKPILE	75,350
ON THE JOB TRAINING	4,000
TEMPORARY EROSION CONTROL	5,000
STRIPPING GUARDRAIL PAINT	5,000
SCALING ROCK CUSTS	25,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-74		DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8055

Forstaag
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 5 - 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receive: Keep
Do not File
Return To
Bring Up
Other

August 5, 1974

RECEIVED
OCT 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

In reply to a request for more information concerning the subject project (your file 1041EC.2) the following statements are submitted.

NOTED
E. S. HUNTER

West and East Emigrant Park Interchange

The resident engineer on the safety project I-80N-0(1)167 did not construct the mounds, shoulder barrier, etc. as listed. The plans for the subject project do not call for the removal of said items only the construction of them which is proper since they were not constructed on the previous project.

Sheet 2D

A total of ten signs, all temporary, are shown on Sheet 2D. The specifications allow either post mounting or portable mounting as the contractor may elect. Reference - Art. 111.11b 1974 Standard Specifications for Highway Construction, page 94.

Sheet 2A-2, Section A

A design modification can be made under construction to eliminate the 2:1 slope.

One such would call for an inlet to be used as a junction box at the outlet of the median drain. Install a culvert pipe in the drain ditch line until the ditch has moved far enough away from the roadbed to provide the flatter 4:1 slope.

Page 16, Paragraph 403.43

The question concerning placement temperature of the Class "E" asphalt concrete has been referred to the Construction and Materials Sections.

It is hoped the information provided is sufficient for your needs. If more is needed, we shall be happy to provide it.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER
Frank E. Terpin
Final Design Engineer

FET:we

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 31, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-6(59)226
Emigrant Hill-Meacham Section
PS&E Review Comments

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
8-7-74 [illegible]
Ans reply
as needed.
ESH

During the review of the PS&E documents for the subject project some minor items were noted which while not sufficient to justify withholding PS&E approval do require further consideration prior to award of contract. Attached is a copy of the review notes listing these items. This will also confirm our previous phone calls on this matter.

G. L. Green

Attachment
Review notes

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

ASSISTANT [illegible]

I 80N - 6(59) 226
Emigrant Hill - Meacham Sec

West Emigrant Park Interchange

East Emigrant Park Interchange

The safety work around these structures was done under the Safety Project I-80N-0(1)167. There is no need to remove this work and put in new barriers, mounds, etc., so the safety work under both of these structures should be non-participating. Work includes:

Earth work for mounds		
Shoulder barrier		676'
18" Corr pipe		216'
Trench exc	10 + 40	50'
M-O Inlet	1	1'

Sheet 2D Temporary Direction of Traffic at Both Interchanges

Plan shows a total of 8 post-mounted (some permanent signs) apparently to warn the traffic that there will be some guardrail work near the structure.

Some signs may be needed, but they should be portable.

Sheet 2A-2 Section A - The maximum slope should be 4:1 instead of 2:1 to comply with present safety standards.

Page 16, Paragraph 403.43, specification says that Class E A.C. cannot be placed when surface temperature of the pavement on which it is to be placed is below 60°F. The thickness of the Class E lift is 1" or less. With this thin lift, the ambient temperature, and the chill factor is just as important if not more so than the surface temperature.

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 19, 1974

In reply refer to: 10-41-A5

SUBJECT: Emigrant Hill-Meacham
Project No. I-80N-6(59)226

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Participation in the royalty cost for material obtained from the mandatory source (previously authorized) is approved.

G. L. Green

RECEIVED
JUL 25 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 24 '74
REFER TO Coulter
FOR
Info | Inv's | R/D | D/R | Sign | Act | File ✓

NOTED
H.S. COULTER

1555

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Emigrant Hill-Meacham
Project No. I-80N-6(59)226

In our letter dated July 11, 1974 signed by Mr. Terpin, we requested authorization to specify a mandatory material source located right of engineer's station 440.

We are now requesting participation in the royalty cost to be paid at the rate of 7.5 cents per ton with an estimated quantity of 290,000 tons. Payment will be based on actual quantities incorporated in the project.

The owner of the property has signed the option for sale of road material and the county planning commission issued a conditional use permit dated July 11, 1974.

cc: E. S. Hunter 1 ✓
J. H. Versteeg
W. E. Schwartz 2
C. G. Swenson
R. N. Chase

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] W

[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐

BY FINAL DESIGN ENGINEER

8055

6558 80N

LRW PEL 20 7-12-74 900 AM

LYLE WATSON
[illegible]
DESIGN TEAM SUPERVISOR

CONDITIONAL USE PERMIT
EMIGRANT HILL - MEACHAM ROCK QUARRY

1 THAT MR. PARR GIVE HIS WRITTEN CONSENT TO THE PROPOSAL.

2 EXCAVATED SLOPES IN THE NEW PIT BE LEFT AT A GRADE OF 1 TO 1 45 DEGRES

3 THERE BE A 3 YEAR TIME LIMIT ON THIS PERMIT /I.E., IT WILL ~~EXPITXXXX~~ EXPIRE ON JULY 10, 1977/.

4 THAT THE STATE HIGHWAY DIBISION CONDUCT TESTS OF WATER QUANTITY AND QUALITY ON ALL WELLS WITHIN ONE MILE OF THE GRAVEL SITE, BOTH BEFORE AND AFTER WORK, WITH THE CONSENT OF THE PROPERTY OWNERS CONCERNED.

5 THAT THE EXISTING ROAD THROUGH THE SITE BE MAINTAINED AS A CONTINUOUS THROUGH ACCESS TO PRIVATE PROPERTIES BEYOND THE SITE.

COPY OF PERMIT WILL FOLLOW.

W C FERGUSON
DAR¾4.

1 ✓

2

gh copy

[illegible]

REFERRED TO

Cole
Eriksen
Hager
Reed
Sample
[✓ Watson] W

[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 12, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway, Umatilla County
State's Material Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to make the proposed State's material source for the subject project a mandatory source.

G L Green
G. L. Green

RECEIVED
JUL 17 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
Cou [illegible]
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

NOTED
H.S. COULTER

80N

UCPC Umatilla County Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

July 11, 1974

Dept. of Transportation
Highway Division
P.O. Box 459
Pendleton, OR 97801

ATTENTION: W.C. Ferguson

Dear Sir:

Re: Rock Quarry, Deadmans Pass

The Umatilla County Planning Commission at their regular meeting of July 10, 1974 voted to issue a Conditional Use Permit for a rock quarry, stockpile, hot asphalt plant, rock crusher and pugmill on your property one mile east of the Deadmans Pass Interchange on I-80N. The following conditions were attached to the permit:

(1) That Mr. Parr give his written consent to the proposal.
(2) Excavated slopes in the new pit be left at a grade of 1:1 [45°].
(3) There be a three year time limit on this permit [i.e., it will expire on July 10, 1977].
(4) That the State Highway Division conduct tests of water quantity and quality on all wells within one mile of the gravel quarry site, both before and after the work, with the consent of the property owners concerned. We shall notify property owners of this condition.

(5) That the existing road through the site be maintained as a continuous through access to private properties beyond the site.

This is your only notification of the Conditional Use Permit. If you wish to appeal any of the above conditions you must do so in writing within 15 days; that is, by July 29, 1974.

Please contact us if any of the above is not clear.

Sincerely,

Pete Watson
Planning Director

PW/vw
cc: Author Parr

80N

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

July 11, 1974

Dept. of Transportation
Highway Division
P.O. Box 459
Pendleton, OR 97801

ATTENTION: W.C. Ferguson

Dear Sir:

Re: Rock Quarry, Deadmans Pass

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(1) That Mr. Parr give his written consent to the proposal.
(2) Excavated slopes in the new pit be left at a grade of 1:1 [45°].
(3) There be a three year time limit on this permit [i.e., it will expire on July 10, 1977].
(4) That the State Highway Division conduct tests of water quantity and quality on all wells within one mile of the gravel quarry site, both before and after the work, with the consent of the property owners concerned. We shall notify property owners of this condition.

(5) That the existing road through the site be maintained as a continuous through access to private properties beyond the site.

This is your only notification of the Conditional Use Permit. If you wish to appeal any of the above conditions you must do so in writing within 15 days; that is, by July 29, 1974.

Please contact us if any of the above is not clear.

Sincerely,

Watson

Pete Watson
Planning Director

PW/vw
cc: Author Parr

8055

7-11-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 7-23

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 7-11-74
BY (Signature): L. W. RULIEN'S JUNE 25, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 790 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
790	I-80-6(59)226	11.0	4,646,000	4,286,800	EMIGRANT HILL-MEACHAM SECTION. UMATILLA COUNTY, STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGNS AND GUARDRAIL.

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-11-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Orig. to Hunter
Copy to files 7/16/74

FORM PR-48
(Rev. 8-71)

GPO 915-690

8055

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to make the material source offered for the subject project a mandatory source.

We believe that it is in the public interest to do so and ask that you concur.

The following reasons are offered in support of this proposal.

1. The source is an established quarry. Use of it would eliminate the possibility of creating further encroachment on the environment by development of an alternate site.
2. The quarry is conveniently located near the middle of the project with a consequent reduction of haul with the attendant savings in hauling cost and fuel consumption.
3. Adequate access to the project can be provided via temporary access ramps at Station 440 where an equipment pass is located.
4. If it is known that a particular site is to be used a better assessment of the environmental impacts can be made and action included in the plans to eliminate or reduce those which have an adverse effect.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:we
bc: E. S. Hunter
L. W. Rulien
W. E. Schwartz
G. A. Potter
C. G. Swenson
Lyle K. Watson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT **DEPARTMENT OF TRANSPORTATION**

FEDERAL HIGHWAY ADMINISTRATION

Memorandum

SUBJECT: Emigrant Hill-Meacham Section
State-furnished Material
Project No. I-80N-6(59)226 Safety

DATE: July 8, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
cc Rubin
Verting
7-12-74

We concur in using the stockpile shoulder highway material, which was purchased in the excess of the amount needed on the Meacham-Hill Interchange Section, Project No. I-80N-7(52)237, as a mandatory item on this project. Federal participation will be based on $1.37 per ton for the first 55,000 tons and $1.29 per ton for the amount over that, plus the cost of hauling and placing.

GLGreen
G. L. Green

ENGR
11 '74
REFER TO
Hun

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Emigrant Hill-Meacham Section
State-furnished Material
Project No. I-80N-6(59)226 Safety

We are requesting authorization to use stockpile shoulder aggregate material as a mandatory item on this project that was produced in excess of the amount needed on the Meacham-Hilgard Interchange Section, Project No. I-80N-6(52)237.

We are also requesting participation in the cost of this stockpiled aggregate in the amount paid to J. C. Compton Company, producer of the material. It is estimated that there is 55,000 tons involved at $1.37 per ton. If the amount runs over 55,000 tons the price reduces to $1.29 per ton for the overage.

This rock was produced on the Meacham-Hilgard Interchange Section because of an overestimate of the amount necessary for the project; therefore, we feel it is the State's obligation to purchase this material from the contractor. The amounts to be paid for the material have been negotiated in the amounts requested above.

REFERRED TO

Cole ___ Reed
Eriksen ___ Sample
Hager ___ [✓ Watson] W
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Mr. G. L. Green
July 5, 1974
Page 2

We feel that it is in the public interest to make the use of this State-furnished material mandatory because it has been produced, the energy has been used to produce the material, and the State would be pressed to find another use for the material. This project is the logical place to use it with only an average 9.3-mile haul, and it is estimated to be less expensive than producing new material because of the inflationary cost of producing rock.

The following cost estimate comparison shows the economy in our request:

		New Material		Stockpile Rock
Drill and Shoot		$0.69		
Feed Crusher		0.58		
Crush Rock		1.21		----
Cost of 1" - 0 Rock		$2.48		$1.37
Haul	3.0 Mi.	$0.41	9.3 Mi.	$1.27
Place		0.59		0.59
Obliterate Haul Road and Site		--		0.14
Haul and Place		$1.00		$2.00
Estimated Cost in Place		$3.48	(Say $3.50)	$3.37

cc: C. T. Keasey
J. H. Versteeg
C. E. Layton
C. G. Swenson
R. N. Chase

1
2

we copy

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8. Furthermore, the proposed revision of the westbound exit ramp of the Deadmans Pass Interchange was approved as a safety project by FHWA under memorandum of March 25, 1974.

Design approval was considered granted for the overlay on this project by the BPR prior to January 14, 1969, the effective date of PPM 20-8, based on the fact that in their memorandum of August 15, 1967 they approved an overlay of high-type pavement to increase the structural strength of the traffic lanes and shoulders as stage construction on this project for estimating purposes for the 1968 Interstate 104(b)(5), Title 23 USC, Cost Estimate. The BPR further approved on October 23, 1968 a minor program change to Project No. I-80N-6(37)226 to add preliminary engineering for an asphaltic concrete pavement overlay. Furthermore, the FHWA under memorandum of August 15, 1973 and August 17, 1973 approved the depths of overlay for the project.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practice Related to Safety'.

Attach.

JG:dg

8055

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-6(59)226

We are forwarding program data for one Interstate project, Item No. 790, Project No. I-80N-6(59)226, "Emigrant Hill-Meacham Section", which we desire to have included in the Federal Aid Interstate Highway Program.

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

We hereby request a waiver of District 12 Clearinghouse A-95 review for this project based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

The negative declaration was concurred in by FHWA on August 23, 1973.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 6-25-74

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.	**ADT**	PRESENT 4,500	FUTURE (66) (70) 7,800	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr., Dr., H.T. Pave., Signs, G-Rail	NATL. FOREST (63) (65)	FR ROUTE NO. (66) (68)	HWY AGCY. (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I 23	NUMBER 80-6	

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Umatilla	CODE (17) (19) 059
	NAME OF URBAN AREA 17-31 --	ROUTE NO. I FEDERAL-AID (32) I-80N	STATE (36) 6 U.S. (37) (41) I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Emigrant Hill-Meacham Sec."	11.0	4,646,000	4,286,800	359,200	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	11.0	4,646,000	4,286,800	359,200	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS

Additional Data: Item Nos. 10, 57,
502-C; Project Nos. I-80N-6(3), (6)
& (37), respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-25-74

PROJECT LOCATION (45 typewriter spaces) I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.	ADT	PRESENT 4,500	FUTURE 7,800	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042
							ITEM NO. 790	

OPOSED WORK (35 typewriter: T. Pave., Signs, G-Rail

NATL. FOREST:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): I — NUMBER: 80-6 — SEQ. NO.: (59)

I Projects Only — POST MI.: 226 — DESIG.: N

FUNDS: Interstate

COUNTY NAME: Umatilla — CODE: 059

EA: --

ROUTE NO.: I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.						Gr. dr., & overlay with AC pave. 4-12' lanes with 10' R & 6' L shldrs. & safety revisions of roadway slopes, signs, guardrail, minor drainage strs., other appurtenances & rev. W. Bd. exit ramp at Deadmans Pass Int. Inst. rest area water supply pipe line. ROW - 250' min.; Access control-full; Parking restrictions - complete.
ROW								
CONST (CODE) (Safety) 6201		"Emigrant Hill-Meacham Sec."	11.0	4,646,000	4,286,800	359,200		
PROJECT TOTALS			11.0	4,646,000	4,286,800	359,200		

ED BY:

APPROVAL DATES:

REMARKS

Additional Data: Item Nos. 10, 57, 102, 167, & 502-C; Project Nos. I-80N-6(3), (6), (14), (19), & (37), respectively.

-OVER-

REMARKS - continued

Project Data: The work consists of (1) grade, drain, and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders; (2) safety revisions to bring the present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and revision of westbound exit ramp at Deadmans Pass Interchange. Install water pipe line from vicinity of Emigrant Springs State Park to Deadmans Pass Safety Rest Area.

Data for PR-37:

Roadway:	Type Code 6201 (Bit. conc. with stone base) - -	Est. Cost	$4,022,040
Safety:	Type Code Y002 (Traffic Signs)- - - - - - - - - -	Est. Cost	21,920
	Type Code Y007 (Minor Structures) - - - - - - - -	Est. Cost	64,080
	Type Code Y101 (Guard Rail) - - - - - - - - - - -	Est. Cost	457,460
	Type Code Y002 (Comfort & Convenience) - - - -	Est. Cost	80,500
		Total Est. Cost	$4,646,000

IM 50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-95 review under working agreement dated April 28, 1970.

b. Dist. 12 Clearinghouse - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

PPM 90-1 Requirements: Negative Declaration was concurred in by FHWA August 23, 1973.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: Design approval was considered granted for the overlay on this project by the BPR prior to January 14, 1969, the effective date of PPM 20-8, based on the fact that in their memorandum of August 15, 1967 they approved an overlay of high-type pavement to increase the structural strength of the traffic lanes and shoulders as stage construction on this project for estimating purpose
1968 Interstate 104(b)(5), Title 23 USC, Cost Estimate. The
further approved on October 2, 1968 a minor program change t
I-80N-6(37)226 to add preliminary engineering for an asphalt
pavement overlay. Furthermore, the FHWA under memorandums o
15, 1973 and August 17, 1973 approved the depths of overlay
project.

The proposed revision of the westbound exit ramp of the
Pass Interchange was approved as a safety project by FHWA un
memorandum of March 25, 1974.

FHWA has indicated in previous correspondence that thei
of the standards recommended in the yellow book, AASHO's pub
of February 1967, "Highway Design and Operational Practices
Highway Safety", constitutes design approval for safety work
type. Therefore, design approval for the safety work is con
given prior to January 18, 1969, the effective date of curr

Unusual Circumstances: It is possible that the specificatic
this project will require the contractor to utilize STate fu
aggregate shoulder material for all or a portion of the aggr
shoulder material needed for the construction of the project
State furnished aggregate shoulder material is specified, ju
tion to utilize and Federal participation in cost of the mat
be accomplished as a separate action.

NOTE:

(1) On-the-job trainees, as set forth in FHWA Ord
7-2(2), on this project will be determined at
stage and the number stipulated in the PS &

(2) The seven items as set forth in paragraph 4b
that are applicable to the proposed project a
the negative declaration.

(3) This project is in Congressional District No

EMIGRANT HILL-MEACHAM SECTION
Project No. I-80N-6(59)226

inued

The work consists of (1) grade, drain, and overlay oncrete pavement the existing facility consisting of anes with 10-foot right and 6-foot left shoulders; isions to bring the present Interstate standards the , signs, guardrail, median barrier, minor drainage revision of westbound exit ramp at Deadmans Pass Install water pipe line from vicinity of Emigrant Park to Deadmans Pass Safety Rest Area.

:

Type Code 6201 (Bit. conc. with stone base)	Est. Cost	$4,022,040
Type Code Y002 (Traffic Signs)	Est. Cost	21,920
Type Code Y007 (Minor Structures)	Est. Cost	64,080
Type Code Y101 (Guard Rail)	Est. Cost	457,460
Type Code Y002 (Comfort & Convenience)	Est. Cost	80,500
	Total Est. Cost	$4,646,000

uirements:

Clearinghouse - Exempt from A-95 review under working ent dated April 28, 1970.

12 Clearinghouse - Waiver of A-95 review being requested the program cover letter based on the fact that the t is solely stage construction of the pavement structure afety improvement.

ments: Negative Declaration was concurred in by 1973.

s: None required under paragraph 6c of PPM 20-8.

l: Design approval was considered granted for the project by the BPR prior to January 14, 1969, the of PPM 20-8, based on the fact that in their memorandum 967 they approved an overlay of high-type pavement tructural strength of the traffic lanes and shoulders as stage construction on this project for estimating purposes for the 1968 Interstate 104(b)(5), Title 23 USC, Cost Estimate. The BPR further approved on October 2, 1968 a minor program change to Project I-80N-6(37)226 to add preliminary engineering for an asphaltic concrete pavement overlay. Furthermore, the FHWA under memorandums of August 15, 1973 and August 17, 1973 approved the depths of overlay for the project.

The proposed revision of the westbound exit ramp of the Deadmans Pass Interchange was approved as a safety project by FHWA under memorandum of March 25, 1974.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize STate furnished aggregate shoulder material for all or a portion of the aggregate shoulder material needed for the construction of the project. If State furnished aggregate shoulder material is specified, justification to utilize and Federal participation in cost of the material will be accomplished as a separate action.

NOTE:
(1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.
(3) This project is in Congressional District No. 2.

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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801
June 14, 1974

SUBJECT: Material Source
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

To: Mr. W. E. Schwartz
Regional Engineer
LaGrande

Regarding the pit for the above project, I have contacted Mr. Pete Watson of the Umatilla County Planning Commission in regard to the use of the pit. A plan was submitted to him and he advised that a permit would be issued after the 10th of July meeting.

A copy of the pit plan was handed to Thelma Reike of the Umatilla Indian Agency and there appears to be no problems in acquiring a lease. Mrs. Reike advised that use of this pit has been discussed with the Agency planner and that there are no problems in this area.

The main points of concern regarding the pit is the royalty. We have offered $0.10 per cu.yd. They are requesting $0.15 per cu. yd. They want the lease to terminate upon completion of the project. They want the acreage leased held to a minimum. They requested that as much timber be preserved as possible. They want the topsoil piled and seeded. They want the work area confined to the pit.

I see no problems in meeting these requirements except the royalty and possibly they will accept the $0.10 we offered. Economically, it would be justified to pay the $0.15 since this pit is located near the center of the project. Haul cost would be reduced in comparison to the pit at Meacham and these savings would be reflected in the unit prices. Average haul from this pit is 3 miles less than the Meacham pit.

This same pit has been leased on two previous occasions, one in 1941 and again in 1958 and the original drawing is No. 1R-1-1500. I believe that this is the source to utilize for this project and that it should be included in the plans. I am sure that all the details can be resolved without any delay.

WC Ferguson
W. C. Ferguson,
Resident Engineer

WCF:en
cc.: Frank Terpin
Don Trout
Verne Allen
File

REFERRED TO
Cole
Reed
Erikson
Sample
Hager
Watson E.W.
Return ☑ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

THIS CERTIFIES THAT A

ZONING PERMIT

Has been issued to STATE HWY DEPT

for a HOT PLANT & CRUSHER in the SE 1/4 of the SE 1/4 of Sec 6

in Township 1N Range 35 Tax Lot 2200

Application No. 634

Zoning Administrator

POST ON PREMISES IN PLAIN VIEW

Umatilla County Planning Commission

UMATILLA COUNTY PLANNING COMMISSION

COUNTY COURTHOUSE - PENDLETON, OREGON 97801 - PHONE 276-7111, EXT. 314

FEE COLLECTED:
UCPC $ 636
DEQ $ —

JOINT APPLICATION: ZONING PERMIT
SEWAGE DISPOSAL PERMIT

I PLANNING COMMISSION

(Please print or type) Date Rec'd. ______

LEGAL OWNER Arthur Pace MAILING ADDRESS Umatilla Indian Res.

TELEPHONE ______ STREET ADDRESS OR LOCATION [illegible]

Legal Description: SE ¼ of SE ¼ of Sec. 6 Twp 1N Range 35 EWM. Sheet No. 1N35 TL No. 2200

Subdivision — Lot — Block — Present Zoning F-2.

Sq. ft. or Acres 15 Lot Width 495 ft. Lot Depth 1320 ft. Legal Access EASEMET

Proposed Setbacks: Front — ft. Side — ft. and — ft. Rear — ft.

Lot coverage — Signs — Building Heights — Parking —

Proposed Structures 1. STOCK PILE Sq. Ft. — Bdrms — Baths —

2. HOT PLANT & CRUSHER Sq. Ft. — Bdrms — Baths —

Date Approved ______ Zoning Approval ______

II OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

Proposed water supply: Public ___, Community ___, Spring ___; Well: Drilled ___, Driven ___, Dug ___.

Proposed sewage disposal: Public ___, Septic Tank ___, Pit Privy ___, Garbage Disposal ___, Other ______

New System ___, Repair, alteration, extension ___.

D. E. Q. Requirements: Septic tank min. capacity: ___ gals. Distance from well: ___ ft.

Disposal Field: ___ Lin. ft.; Trench width: ___ ft.; Trench depth; ___ ft.; Area: ___ sq. ft.;

Between lines ___ ft.; Gravel: Above tile ___ in.; Below tile ___ in.

Date received ______ 197_. Approved ___ Disapproved ___ Sanitarian ______

III CERTIFICATION

I hereby certify that the above information is correct and understand that issuance of a permit based on this application will not excuse me from complying with effective Ordinances and Resolutions of the County of Umatilla and Statutes of Oregon, despite any errors on the part of the issuing authority in checking this application.

______
(Owner or Agent)

APPROVED TO START CONSTRUCTION:

By ______ Date ______ Application No. ______

Inspections: Date ______ Inspector ______ Remarks ______

Date ______ Inspector ______ Remarks ______

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 14, 1974

In reply refer to: 10-41-A

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In accordance with discussions with Mr. Terpin, our August 15, 1973 memorandum is revised by replacing the reference to Station 760+50± with Station 830+50±.

for G. L. Green

NOTED
E. S. HUNTER

cc Terpin
6-19-74

RECEIVED
STATE HWY ENGR
JUN 17 '74
REFER TO
Hun
FOR
Sign
Act ✓
File

NOTED
A. E. JOHNSON

RECEIVED
JUN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

June 10, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

West Emigrant Park Interchange
Deadman's Pass-Meacham
Old Oregon Trail Highway
Umatilla County

Your letter of May 17 requested information on specific operational or accident experience to support the proposed revision to the subject interchange.

Accidents are nil on this particular on-ramp; however, the traffic hazard potential is there. It is our feeling that this design should be revised before the fact rather than after.

Similar designs have been approved for reconstruction on such interchanges as Fern Valley, Green Springs, North Jefferson Junction, Saginaw and Weaver.

The present design of the West Emigrant Park northbound on-ramp is hazardous and should be revised while we are in the area doing a safety project.

The preliminary layout sheet is returned for your approval.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER LWR

E. S. Hunter
Assistant State Highway Engineer

Attachment
DNS:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. E. Schwartz

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-80N-6(-)
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
West Emigrant Park Interchange

DATE: May 17, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are returning the preliminary layout sheet submitted by Mr. Hunter's letter of May 13, 1974. We would appreciate information on any specific operational or accident experience which would support the proposed revision. From a general view of the existing design and traffic, the benefits from the revision are not apparent.

E J Welch
for G. L. Green

Verstey Ils 2/10 SH

Enclosure

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2 0

K

RECEIVED
STATE HWY ENGR
MAY 20 '74
REFER TO
Hunter
FOR
Info | Sign | Act | File

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 13, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

West Emigrant Park Interchange
Deadmans Pass-Meacham
Old Oregon Trail Highway
Umatilla County

Attached is a preliminary layout sheet on the subject interchange showing a revised on-ramp and frontage road set up. The existing design in our opinion contains a "surprise" in that traffic proceeding to the highway on the entrance ramp should not expect two way traffic. Our proposal will eliminate this hazard and provide a standard acceptable design. No right of way will be required.

A safety project covering this area will be contracted in the near future and your approval to include this revision with safety funds is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

DNS:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon I-80N-6(-)
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
West Emigrant Park Interchange

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your recently circulated preliminary plan for this interchange showed a proposed ramp revision. We would appreciate information on any specific operational or accident experience which would support the revision. From a general view of the existing design and traffic, the benefits from the proposed revision are not apparent.

for G. L. Green

1 Verstaeg
2 A. Olson
Termin
Scott
Swanson
R. Olson
Trout 4

RECEIVED
ROAD DESIGN SECTION

RECEIVED STATE HWY ENGR
MAY 15 '74
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

RECEIVED
MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE	May 8, 1974
TO	E. S. Hunter, Assistant State Highway Engineer
FROM	J. H. Versteeg, Road Design Engineer
SUBJECT	W. Emigrant Park Interchange Deadmans Pass-Meacham Old Oregon Trial Highway Umatilla County

J H Versteeg

NOTED
E. S. HUNTER

Attached is the preliminary layout sheet on the subject interchange showing a proposed revision to the easterly ramp and frontage road. This revision is necessary to remove the present unexpected hazard of two way traffic on a portion of the on-ramp.

There is a safety project being worked up in this area and this proposal should be included with it.

Your approval is requested.

DNS:jh

5-9-74
orginal and signed
layout sheet to
Hal Versteeg.

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 4, 1974

FROM: L. L. Wallace
L. L. Wallace
Bridge Design Engineer

TO:

Mr. Lyle Watson
Design Team Supervisor

SUBJECT:
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County
Culvert Extension
Bridge No. 8273

Our recommendation for alteration to the 13' x 13' culvert at station 1021+40± is to extend the culvert as shown on drawing 17292. Fill height at the ends of the existing culvert would cause considerable overstress in existing parapet and wingwalls if we were to increase the height of the existing walls.

TGT:dh

1 V
2 T
G

[illegible] Copy - Watson

REFERRED TO
Cole Reed
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

NOTED
L. K. WATSON

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 4, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Hunter's May 31, 1974 letter, we concur in the selection of concrete barrier in the median of the subject project.

for G. L. Green

6-7-74
Copy to Versteeg
Schwartz
Swenson
Chase
Watson

EIVED
WY ENGR
7 '74
REFER TO
FOR

Info	nves	R/D	D/R	Sign	Act	File
					ck	

NOTED
E. S. HUNTER

RECEIVED
JUN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 31, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

This project (present ADT is 4450) has an 8.4 foot wide paved median strip for 2.5 miles of its length. The existing W-beam median barrier was installed in 1959 without blocks on posts spaced 12'-6" apart with the top of the rail 25 inches above the paved median surface.

The project is planned for a pavement overlay in addition to slope flattening and safety upgrading. The depth of overlay will be 4-1/2 inches making it necessary to raise the existing median barrier to the new standard. The cost of replacing the existing metal barrier with current standard metal barrier is estimated to be $17.50 per linear feet. The cost of replacing it with precast concrete median barrier is estimated to be $15.00 per linear feet.

A drawing is attached showing that the concrete barrier will provide 3' - 1-1/2" clearance to the fast travel lane while the metal barrier provides only 3'-0". The cost of reconstruction of the cross section to provide more median width cannot be justified because of the low traffic volume.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons:

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4' median.

80N

2. The barrier must be raised to provide for an overlay.

3. Concrete median barrier is less expensive than the metal barrier.

4. Concrete median barrier of the New Jersey type has been demonstrated to more safely re-direct errant vehicles than the metal barrier.

5. Icing conditions are a hazard in the area.

6. Use of concrete median barrier requires less maintenance. Therefore, safety to the motorist is enhanced and also to maintenance forces.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

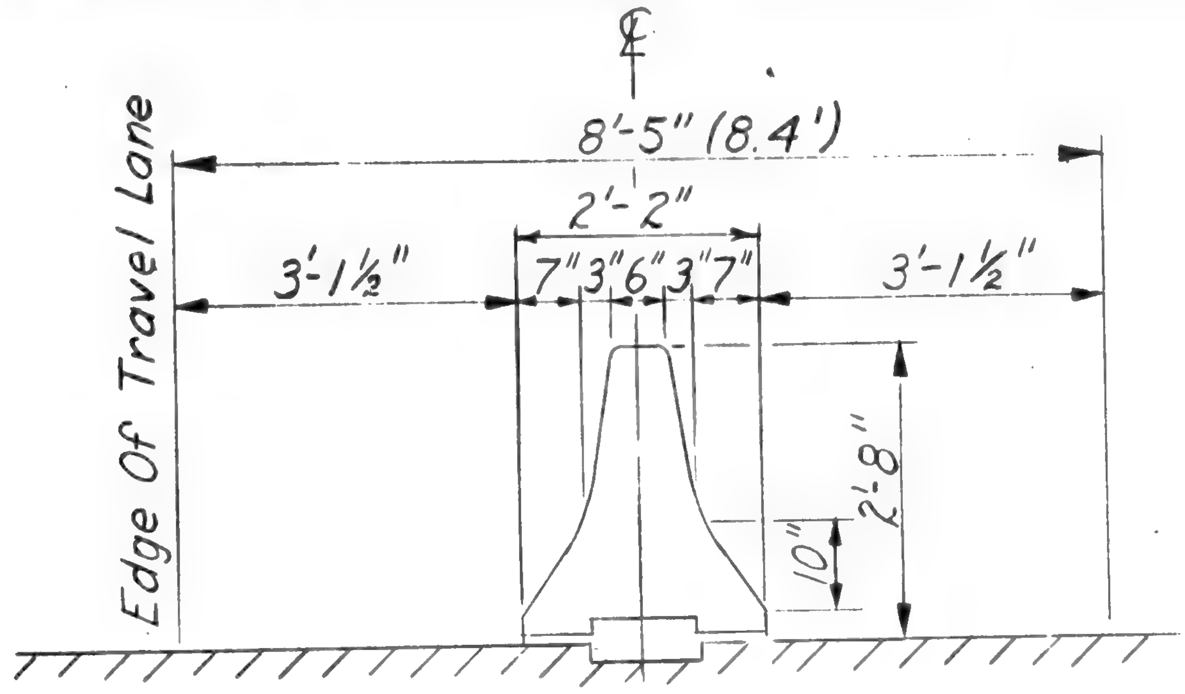
Attachment

FET:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg ✓
W. E. Schwartz
C. G. Swenson
R. N. Chase
Lyle K. Watson

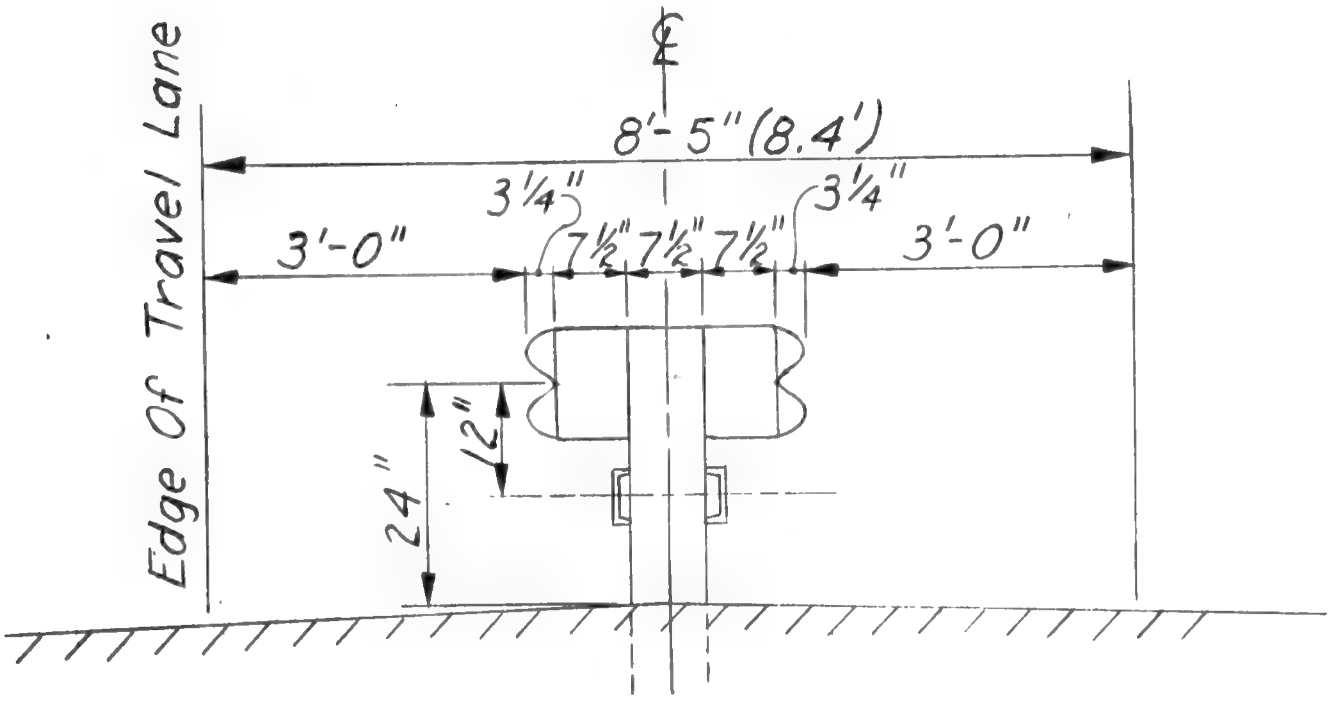
1 ✓
2 T
we copy
K
we copy Watson

CLEARANCE IN MEDIAN
FOR
CONCRETE & METAL MEDIAN BARRIERS



℄
8'-5" (8.4')
2'-2"
3'-1½"
7" 3" 6" 3" 7"
3'-1½"
2'-8"
10"
Edge Of Travel Lane

CONCRETE MEDIAN BARRIER



℄
8'-5" (8.4')
3¼"
3¼"
3'-0"
7½" 7½" 7½"
3'-0"
12"
24"
Edge Of Travel Lane

METAL MEDIAN BARRIER

EMIGRANT HILL - MEACHAM SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

8055

80N

FORM E-33

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

1 [illegible] ✓
2 A. Olson aaa
3 Terpin 1
Scott
Swenson
R. Olson
WC Copy Trout K

RECEIVED
MAY [illegible] 74
ROAD DESIGN SECTION

Requires Reply
Request [illegible]
Review [illegible]
Do not [illegible]
Return
Bring up
Other

DATE	May 31, 1974
TO	MEMO TO THE FILES
FROM	Lyle K. Watson Lyle K. Watson, Design Team Supervisor
SUBJECT	**Emigrant Hill-Meacham** Old Oregon Trail Highway Umatilla County

A plans in hand review was held in La Grande on the subject section, Thursday, May 23, 1974 with the following personnel.

W. E. Schwartz, Regional Engineer
Dale Allen, Regional Construction Engineer
Wm. Ferguson, Resident Engineer
John Hagedorn, Resident Engineer
E. Valach, FHWA
R. Nichols, FHWA
Norman Henry, Designer

Regional Engineer Schwartz requests that the excess shoulder aggregates crushed on the Meacham-Hilgard Section be used on the Emigrant Hill-Meacham Section.

A state-owned material source at Meacham is a suitable source. An existing source right of Station 440± is being investigated. It is on Indian Reservation lands. Region to obtain necessary permits and prepare development plans. Access to the highway can be made with a temporary access westbound and eastbound at the location of an existing 13' x 13' equipment pass.

Mr. Nichols to ascertain if the FHWA to participate in the replacement of existing Type 1 fence.

Native soils to be stockpiled and spread over the new cut slopes. Embankment slopes are also to be covered with native soils.

A 2" or 2-1/2" plastic water main to be installed from the westbound rest area at Deadmans Pass to the East Emigrant Park interchange. The pipe to be placed within the median and final details to be provided by Bob Knapp of the Bridge Section.

The proposed dikes in the median at median drains to be reduced to 1-1/2 times the culvert height. This will reduce the use of the dikes as car turn-arounds in the median.

Some signs have been installed on break-away posts on the spot safety project. Embankment slope flattening will be reduced in these areas rather than fill around the sign bases or relocate them.

The guard rail flares, anchors, end pieces, mounds, concrete shoulder barrier, drainage, etc. on the spot safety project is being installed to fit the alignment and grades on the subject project. The regional engineer instructed the present contractor not to paint the rail members in these locations. An item for stripping the paint from these rail members to be included as a bid item. Final Design will provide the specifications with this quantity. All painted galvanized guard rail removed and reinstalled will have the paint stripped from the rail members.

An existing rock cut, Station EB 1100 to 1119 is to be widened. A serious freezing condition exists because the sun does not shine on the pavement during the winter season.

The region will take cross-sections at approximately 1000 foot intervals of the existing rock shoulders in the median and outside shoulder area and submit to the Design Section. This will enable the design in computing quantities of aggregate shoulder materials required.

An existing equipment pass at Station 1021+25 requires a revision of the parapet and wing walls to contain the shoulders of the proposed overlay. This will be submitted to the Bridge Department for the review. This item submitted to the Bridge Section May 30, 1974.

The existing guard rail from Station 930± to 1085± is non-galvanized painted rail and will become the property of the contractor.

The flexible guide posts and plastic pavement arrows will be deleted. The guide posts shatter when hit by vehicles during the winter months.

The contour grading of the NE Quadrant shown on Sheet 19A cannot be justified. Excessive amount of material required with little reduction in guard rail removal.

The writer is to review with preliminary design the 40°C on the entrance and exit ramps at the East Emigrant Park Interchange.

Revisions of the existing drainage will be made as observed and agreed to during the field review.

LKW:we
cc: L.L. Wallace
C. T. Keasey
C. G. Swenson

8055

80 N

FORM E-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE May 28, 1974

TO
Verne Allen
Right of Way Supervisor

FROM
LA GRANDE

Dale D. Allen
Regional Construction Engineer

SUBJECT
Material Source
Emigrant Hill-Meacham

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] LW
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

On the above contract scheduled for July we have need for a quarry.

A suitable quarry has been located on Indian land near Deadmans Pass. Bill Ferguson has contacted the Indian Agency and located the owner of the land. From his preliminary contact they have indicated that there should be no problem in obtaining approval to use the existing quarry.

Please arrange to meet with Bill and the owner and obtain the necessary agreement to utilize this quarry.

By a copy of this letter I am asking Bill to advise you when a meeting can be arranged. Bill will provide a description and appropriate map.

1 Versteeg V
A. Olson
2 Terpin T
Scott
copy Swenson
R. Olson
Trout

RECEIVED
MAY 29 1974
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___
Other

DDA:je

cc: Lyle Watson
Bill Ferguson

8055

80N

FORM E-85

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Emigrant Hill-Meacham
Old Oregon Trail Highway
Umatilla County

At the request of Dale Allen, I contacted Richard Nichols of FHWA relative to placing a 2" or 2-1/2" plastic water pipe in the median area adjacent to the westbound lanes. The water pipe will be from the westbound rest area at Deadmans Pass to Emigrant Springs Park. Final details are to be supplied by Bob Knapp of the Bridge Section. It was proposed by Dale Allen to have this water pipe included in the named section. Mr. Nichols says that there will be no objections on the installation of this pipe.

1 Westing ✓
A. Olson
2 Tesdal T
Scott
copy Swenson
R. Olson
Trou. T

RECEIVED
MAY 28 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Copy
Do not File
Rat.
Bring
Other

LKW:we
cc: Dale Allen, Region V

REFERRED TO
Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] LW
[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

8C55

I-80N

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

Beltz Well

DATE May 7, 1974

TO F. W. Yarbrough
Soils & Geology Engineer

FROM William P Milne   John F Demezas
William P. Milne   John F. Demezas
Geophysicist   Geophysicist

SUBJECT
Analysis of Pump Test of Well
in SW¼ of NE¼ of Sec. 8, T 1N, R 34E
in Median, Station 894, Emigrant Hill
Old Oregon Trail Highway I-80N
Umatilla County

The above analysis was recently completed at the request of Vern Moore, Region 5 Geologist. The results of the pump test indicate a fracture zone between 464' and 476'. This zone outcrops less than one-half mile away in Lost Pine Creek, Red Hawk Gulch, and Putawa Creek. There are some springs in Putawa Creek at about the right elevation. Thus it is probable that the above zone would contribute water during the recharge season; however, during the summer and fall months, the zone would take water from the well. It is suggested that this zone be cemented off before placing the well in use.

The results of the pump test also indicate that the well, following a good recharge season, could sustain 25 GPM for one week of continuous pumping.

If this well is to be put into heavy sustained use, it is recommended that:

1. the zone (460-480) be cemented off.
2. a pump be set to deliver 20 GPM to the surface from a 600' depth (pump intake set below 600').

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
2 R. Olson REC
Trout

RECEIVE
MAY 14 1974
SECTION

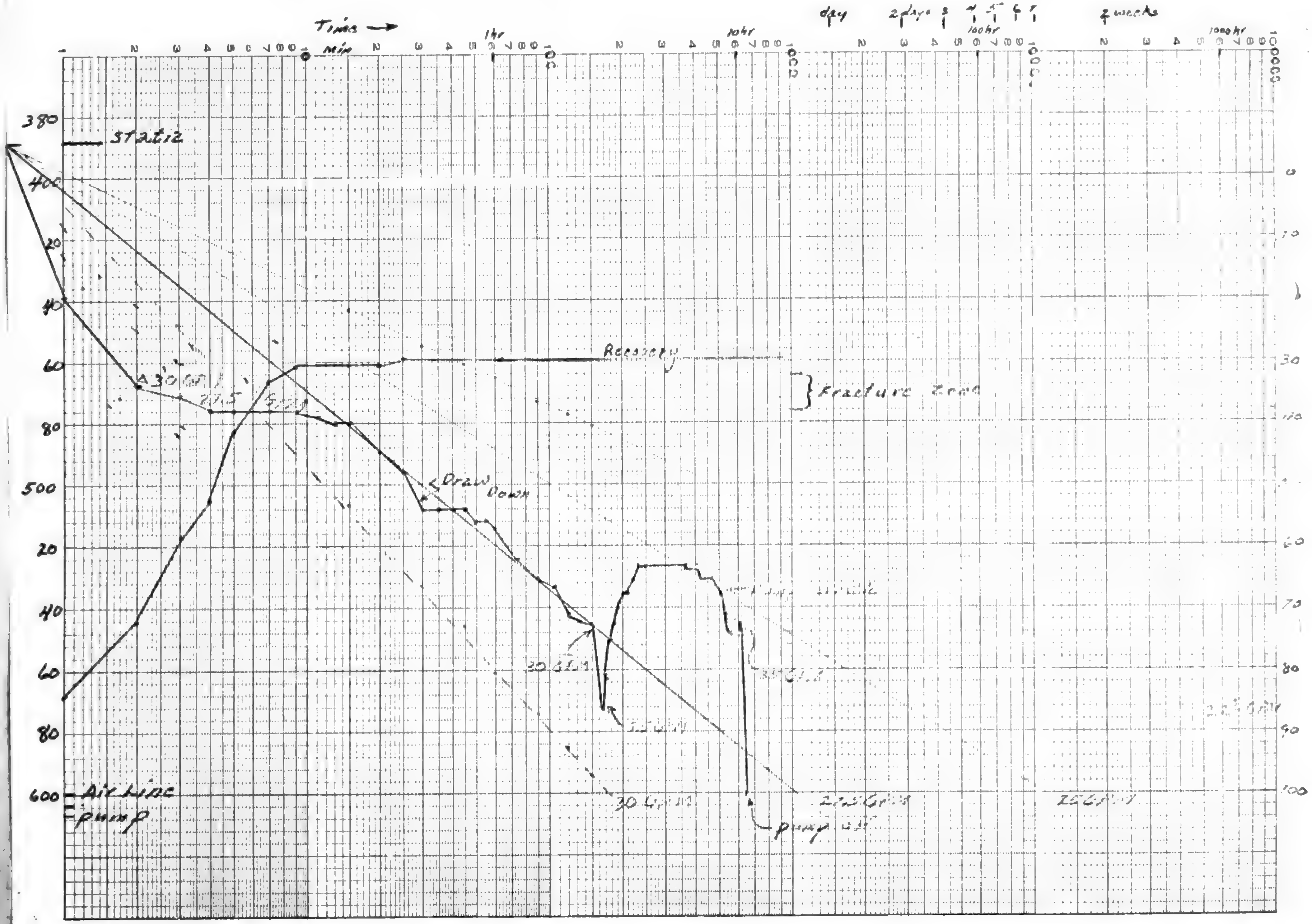
Requires Reply ☐

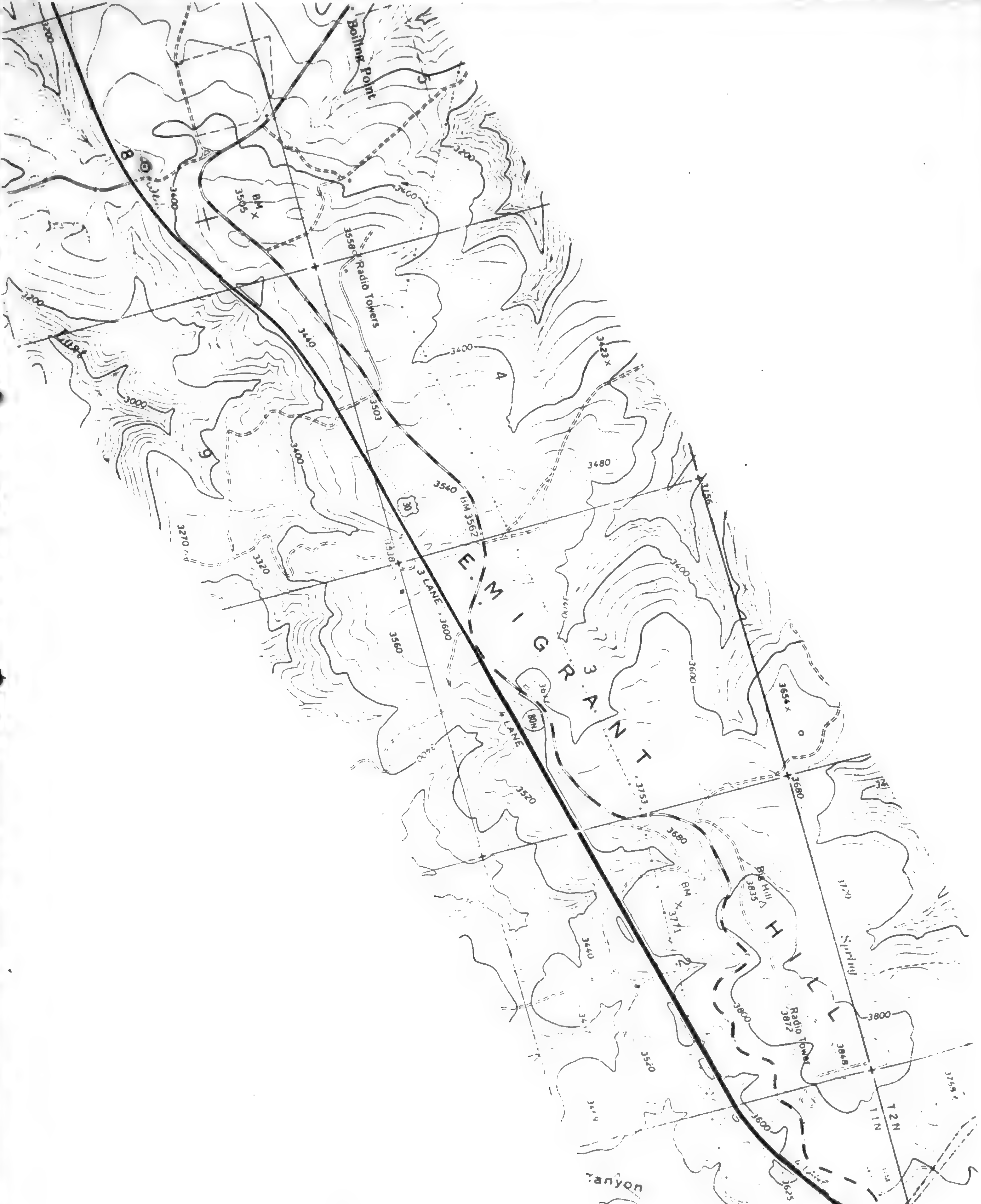
WPM:af

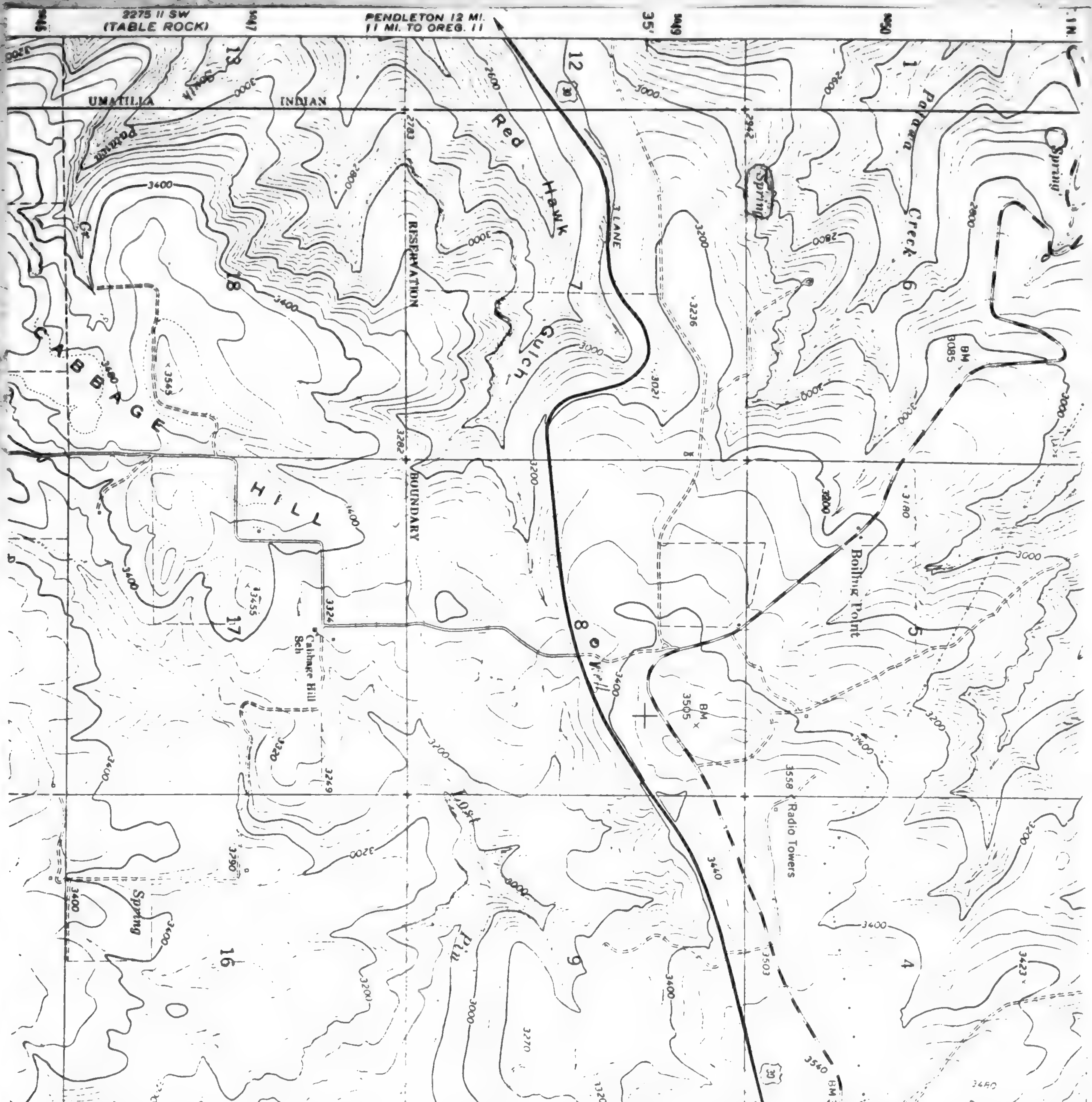
cc: Victor D. Wolfe
W. E. Schwartz
J. H. Versteeg (Roy Olson) ✓
Walter J. Hart (Bob Knapp)
Vern Moore

NO. 340 L-5-10 DIETZGEN GRAPH PAPER
SEMI-LOGARITHMIC
5 CYCLES X 10 DIVISIONS PER INCH

EUGENE DIETZGEN CO




Boiling Point
Radio Towers
BM 3505
3558
3503
3540
BM 3562
3538
30
3 LANE
3600
80N
4 LANE
EMIGRANT
3
GRANT
HILL
3753
3680
Big Hill 3835
BM 3771
Radio Tower 3872
3848
3800
Spring
3720
3654
3423
3456
3480
3400
3200
3000
3270
3320
3560
3520
3440
3625
T2N
T1N
Canyon
Deadman Pass


2275 II SW
(TABLE ROCK)
PENDLETON 12 MI.
11 MI. TO OREG. 11
35'
UMATILLA
INDIAN
RESERVATION
BOUNDARY
Red Hawk Gulch
Patawa Creek
Spring
CABBAGE HILL
Cabbage Hill Sch
Boiling Point
Radio Towers
Lost Pin
EMIGRANT
UMATILLA OLD
LANE
BM 3085
BM 3505
BM 3562
3545
3455
3326
3282
3236
3021
3558
3269
3290
3503
3640
3427
13
12
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18
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6
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3

8055

80N

Salem, Oregon

April 9, 1974

Dale Allen, Regional Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Emigrant Hill - Meacham
Old Oregon Trail Highway
Umatilla County

A request was made for a material source on the subject section on March 28, 1974. This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have the development plan and surface mining permits requested in the previously mentioned letter by May 31, 1974.

1 Versteeg
A. Olson ✓
✓ Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
APR - [illegible] 74
ROAD
DESIGN
[illegible]N

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

FET:cw
cc: C. G. Swenson
D. Trout
Lyle K. Watson

5055

I-80N Truck Escape Ramps

REFERRED TO

Cole ___ Reed ___
Eriksen ___ Sample ___
Hager ___ [✓ Watson] W
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

Boring your plan

Gravel on Emigrant Hill's Escape Ramps Causing Trouble

The escape ramps coming down Emigrant Hill are getting a lot of use, but gravel on them is causing some problems.

The object of the escape ramps on Interstate 80 North, for westbound traffic, is to give runaway trucks on the steep grade a way of stopping without tipping over.

"To a guy with no brakes the escape ramps probably look pretty good. It would be awfully bad not to have brakes and have to ride it down," said Kenneth D. Karnosh, assistant district engineer for the State Highway Department, Pendleton.

Karnosh said it is Oregon's first experience with escape ramps, though they are used on the east coast.

The ramps are graveled with rock from one-eighth inch to three-eighth inch around, according to Karnosh,

The problem is that the gravel extends almost to the freeway.

Truckers and cars, often just pulling off near the ramp to rest, get stuck in the gravel and have to be towed out, Karnosh said.

The highway department is planning to take out a lot of the gravel, "To leave thinking room so the driver can back out," according to Karnosh. Much of the gravel within about 150 feet of the ramps will be removed. It will be tapered back from there to the top of the ramp

There are "no parking" signs at each escape ramp. The ramps are supposed to be clear in case of an emergency.

From Tuesday last week to Tuesday of this week, the escape ramps were used five times, according to state police logs at Pendleton.

The most recent use was Tuesday when the brakes on the trailer of a truck and semi-trailer rig failed.

According to the report to state police, the brakes on the truck wouldn't hold it and the driver cut off into the lower escape ramp, about 10 miles east of Pendleton.

Sunday a car used an escape ramp when its brakes gave out. Last Friday a truck driver missed a gear and his brakes heated up. Wednesday a truck loaded with junk lost its brakes and last Tuesday a Volkswagen stopped at an escape ramp and got stuck up to its frame. It had to be pulled out.

The escape ramps were put in last summer when the highway on Emigrant Hill was widened from three to four lanes.

Before, there were several warning signs prior to the downhill grade, and several areas for truckers to pull off and check their brakes before proceeding down.

☒ RE ☒ RCE ☐ RSE ☒ RME
☒ ROE MAR 1 3 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

#8055

80N

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 28, 1974

TO Dale Allen, Regional Construction Engineer

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT

The following list of projects will require material sources to furnish the quantities as shown. These quantities are totals for shoulders, base and asphaltic concrete pavement.

A development plan should be made for each site and approved by the local Planning Commissions. Also, initiate surface mining permits for the Department of Geology and Mineral Industries and have them approved by the County.

Project	
Emigrant Hill-Meacham	162,000 Cubic Yards
S. Baker-Encina	47,000 Cubic Yards
Encina-Pleasant Valley	93,000 Cubic Yards
Benson Creek-Olds Ferry	45,000 Cubic Yards

LKW:we
cc: C. G. Swenson
Donald L. Trout

Bring Up
Other

8055

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)227
Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Hunter's March 18, 1974 letter, the westbound exit revision and the eastbound exit signing revision are approved for Federal safety funds participation.

for G. L. Green

[illegible] previously approved

3-29-74
Copy to Versteeg
Schwartz

1 Fleming ✓
2 A. Olson [illegible]
3 Ferdi I
4 Scott
5 Swenson
R. Olson
Trout

RECEIVED
MAR 2 '74
ROAD DESIGN SECTION

Receiver Keep
Do not File
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Bring Up
Other

RECEIVED
STATE HWY ENGR
MAR 26 '74
REFER TO
FOR

REFERRED TO
Cole
Reed
Eriksen
Sample
Hager
Watson
Return ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

RECEIVED
MAR 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. E. JOHNS

March 18, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

On February 7, 1974, we transmitted a preliminary layout sheet to you requesting approval of the revision of three ramps on the subject interchange as a safety revision. Your letter of February 27 approved the need for the acceleration lane extension on the westbound entrance ramp.

The westbound exit can be revised for about $10,000 to $15,000 to provide a more standard off that will not come off the curve on a tangent as it presently does.

The eastbound exit ramp will be costly to revise and a field inspection indicates we can probably remedy the situation by some sign changes. We, therefore, propose that the signing changes be done in the project; however, if a problem still exists we may wish to request other corrective work in the future.

A print of the revised preliminary layout sheet, noting the special case for the eastbound exit, is attached and your approval for the construction with safety funds is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
DNS:jh jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. E. Schwartz

Revised preliminary layout sheet in Road Design.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

1/2

Requires Reply ☑

R. Olson

ROAD

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Versteeg's February 7, 1974 letter requested minor modification to acceleration and decleration lanes at this interchange.

It is our understanding that the principal existing deficiency is with the westbound acceleration/merging area where lack of intervisibility between the on-ramp and the main lanes and the relatively short acceleration lane results in undesirable traffic operations. The modest extension of the acceleration lane you propose should alleviate operational problems. This revision is approved for FAI funding.

The deficiencies in the eastbound and westbound exiting areas are not clear. If some more specific evidence of need is available it should be submitted. It has been suggested that the positioning of the exit direction sign for the westbound exit interferes with proper exit operations. This item should be reviewed and the sign adjusted if necessary.

For G. L. Green

RECEIVED
STATE HWY ENGR
FEB 28 74
FOR
info | file ✓

3-4-74

NOTED
E. S. HUNTER

More evidence

ESH.

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-48

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Emigrant Hill - Meacham

Final Design March 6, 1974

Rough Cost Estimate sta 1100-1105 Lt.

Deadmans Pass Intchge. "EB" Off Ramp

400 X 300 ÷ 27 = 4,500 c.y. X $2 = 9,000

Widen 8'

Aggr. Shldr. Mat'l.

8' X 1.29 X 250' ÷ 27 X 1.3 = 124 c.y.

124 X 1.10 X $6.00 = 816

Seal

8 X 250 X 1 X .00621 = 13 ton

Asph .07 X = 1 ton

13 X 1.10 X $[illegible] = 116

A.C. Base

[illegible] X 250 X 4 X .00621 = 50 ton

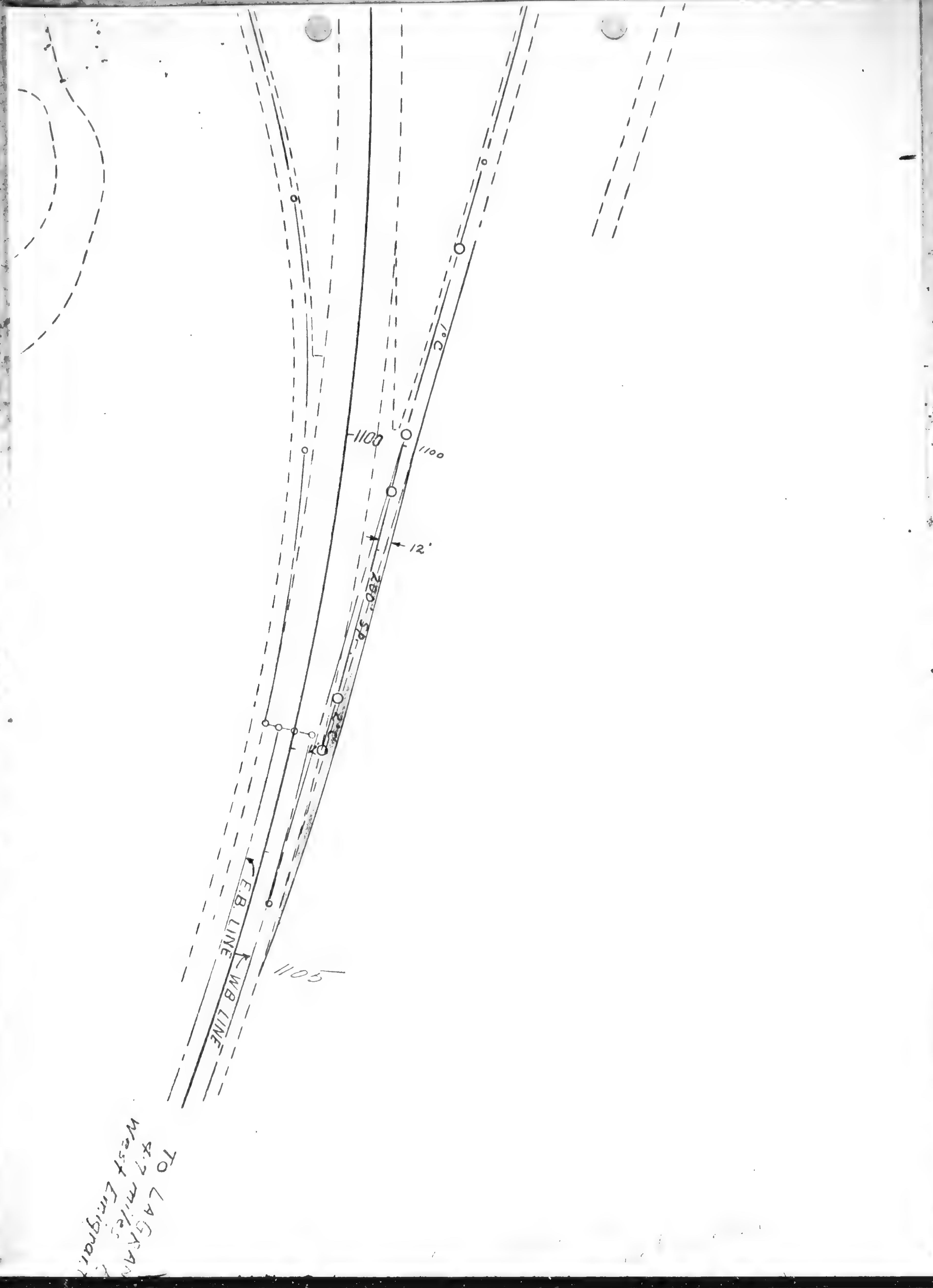
50 X 1.10 X [illegible] = [illegible]

Asph .065 X = 3 ton

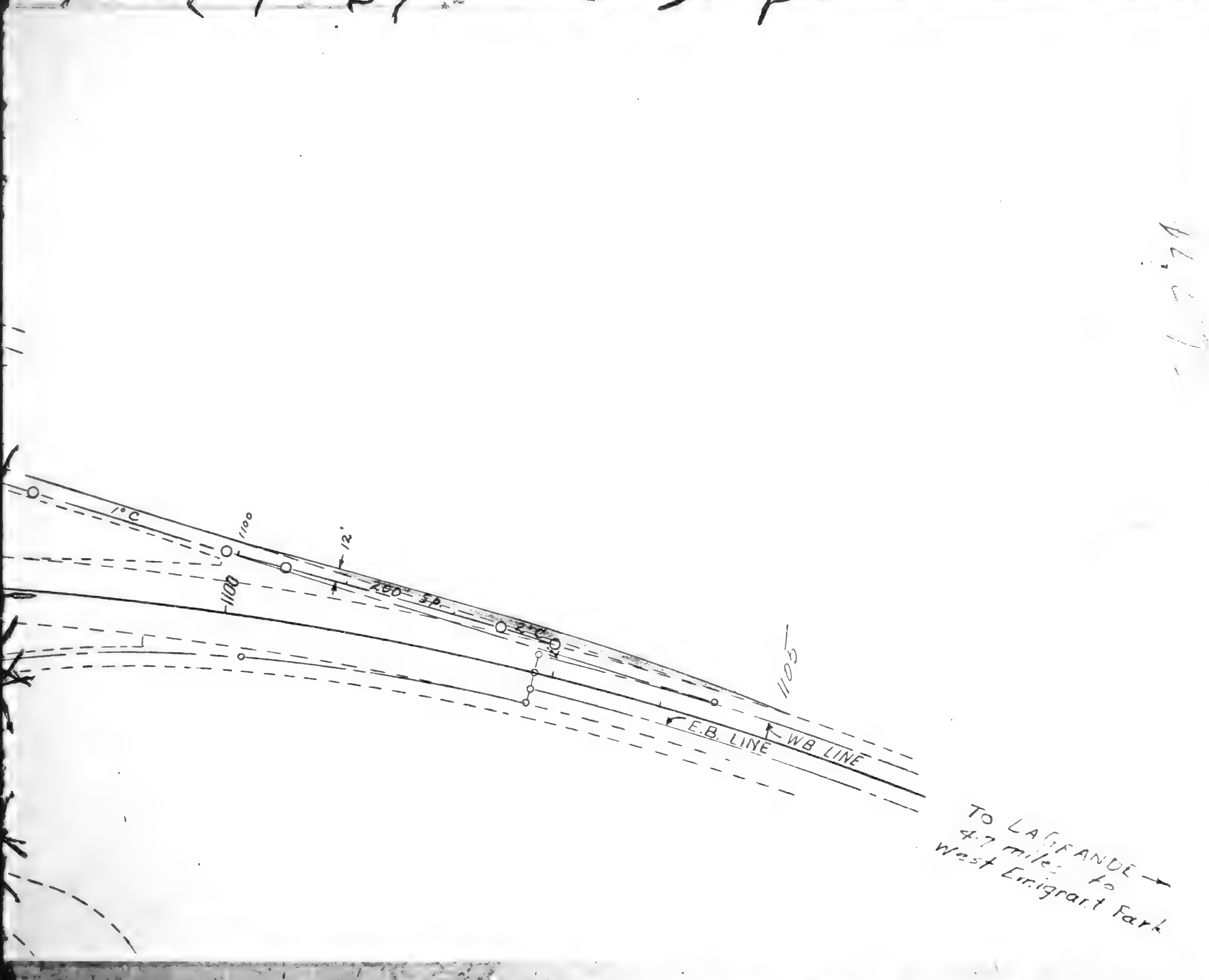
[illegible] X 1.10 X [illegible] = [illegible]

$10,[illegible]

1.20 X 10,661 = $13,000



1°C
-1100
1100
12'
280' SP
2°C
E.B. LINE
WB LINE
1105
TO LAGRAN
4.7 miles
West Emigran


1°C
1100
12'
1100
200' Sp.
2°C
1105
E.B. LINE
WB LINE
TO LAGRANDE →
4.7 miles to
West Emigrant Fork

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE February 26, 1974

TO D. N. Stoudenmeyer
Preliminary Design Supervisor

SALEM

FROM Warren E. Schwartz
W. E. Schwartz
Regional Engineer

SUBJECT Eastbound Off-ramp
Deadmans Pass Interchange
Old Oregon Trail Highway
Umatilla County

I believe that Dale Allen has discussed with you our thoughts on improving the above off-ramp.

I concur that because of the large volume of embankment required to bring the ramp to standard and because of the low traffic volumes, the expenditure is not justified.

Adequate improvement can be obtained by improving the view of the off-ramp. This can be accomplished by relocating a large Type A sign which blocks the view.

1 Versteeg V
2 A. Olson [illegible]
Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
FEB 27 1974
ROAD DESIGN SECTION

Requires Reply
Requir
Rece
D
R
Br
Other

WES:je

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

Emigrant Hill - Irrigon Jct.

Estimate - Heppner Jct. "EB" Off Ramp.

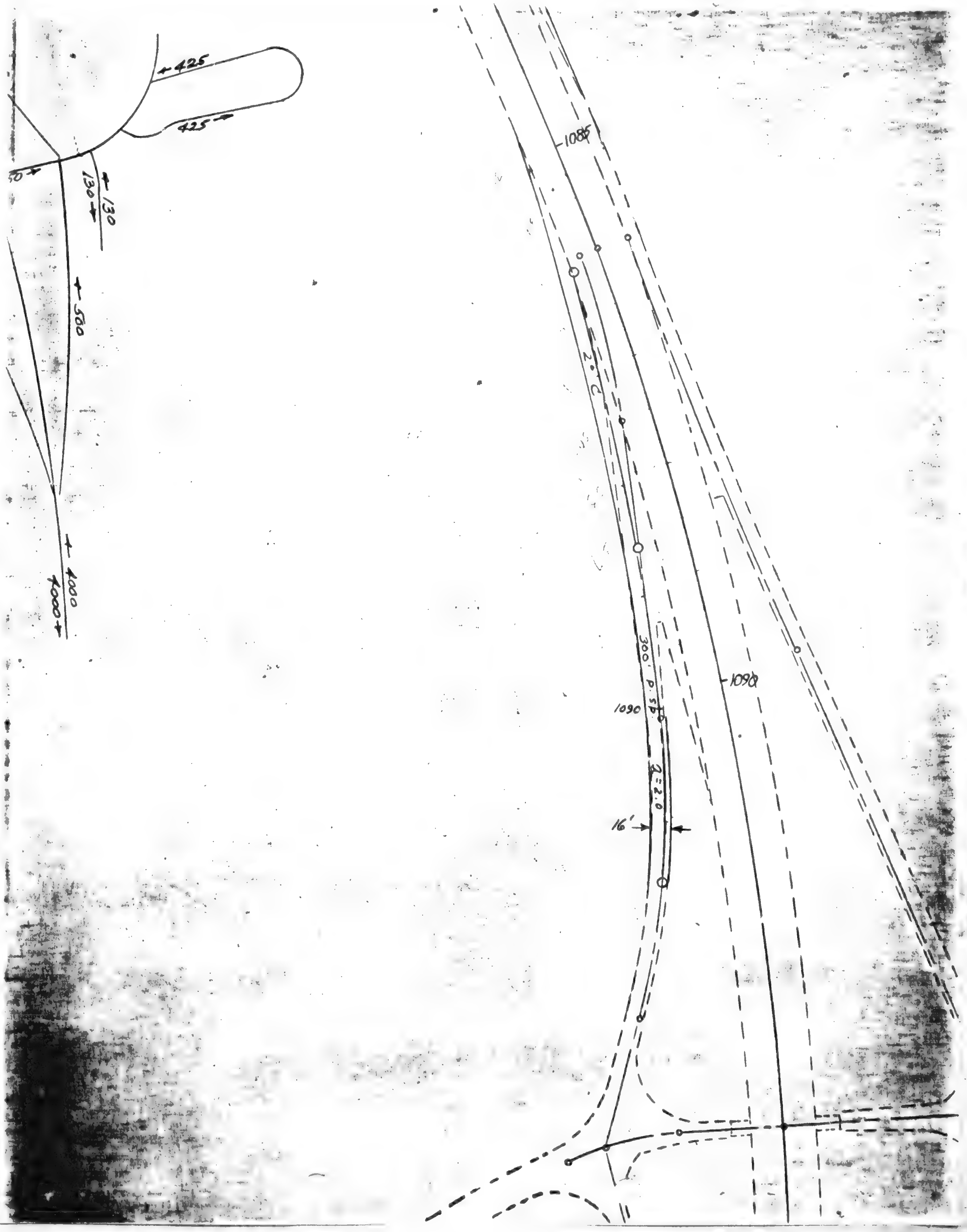
Due to sliver fills 12' width is required

12' wide X 150' X 250' ÷ 27 = 17,000 C.Y.

R/W Required

20' strip

Sta. 1086+50 - 1071+50 Approx.


2° C
300' P.S.P.
2:2.0

8055

80N

Salem, Oregon

February 19, 1974

W. E. Schwartz, Region V Engineer

DNStoudenmeyer

D. N. Stoudenmeyer, Preliminary Design Supervisor

Deadmans Pass Interchange
Emigrant Hill-Meacham
Old Oregon Trail Highway
Umatilla County

It has been proposed that the subject interchange ramps be revised to standard insofar as acceleration and deceleration lanes are concerned. Recent discussions with Dale Allen and Dick Nichols have raised the question that maybe the revision to the eastbound exit ramp, as proposed on the preliminary layout sheet, can be eliminated and the problem of visibility handled with revised or additional signing. The FHWA apparently would accept a cheaper plan on this ramp considering the light traffic volume.

Your recommendation for this eastbound exit ramp is requested. It seems there are no objections to the other ramp revisions as proposed.

DNS:we

1/2

ROAD
DESIGN
SECTION

Bridge

Other

8055

80N

Salem, Oregon

RECEIVED

November 9, 1973

W. E. Schwartz, Regional Engineer

Lyle K. Watson, Design Team Supervisor

Emigrant Hill - Meacham
Old Oregon Trail
Umatilla County

The enclosed typical sections of the subject section show the proposal for paving of shoulders at guard rail locations. Two proposals have been shown for each set of stations. Each plan has the face of the guard rail at the edge of the shoulder. The existing rock slope is not wide enough for the normal installation, offsetting the guard rail two feet. Plan One is to pave the shoulder an extra two feet wide and install the posts in the paved area. Plan Two is to pave to the face of the guard rail posts and place shoulder rock on a slope behind the posts as indicated.

Region 5 Recommends use of Plan 2
RC Lang

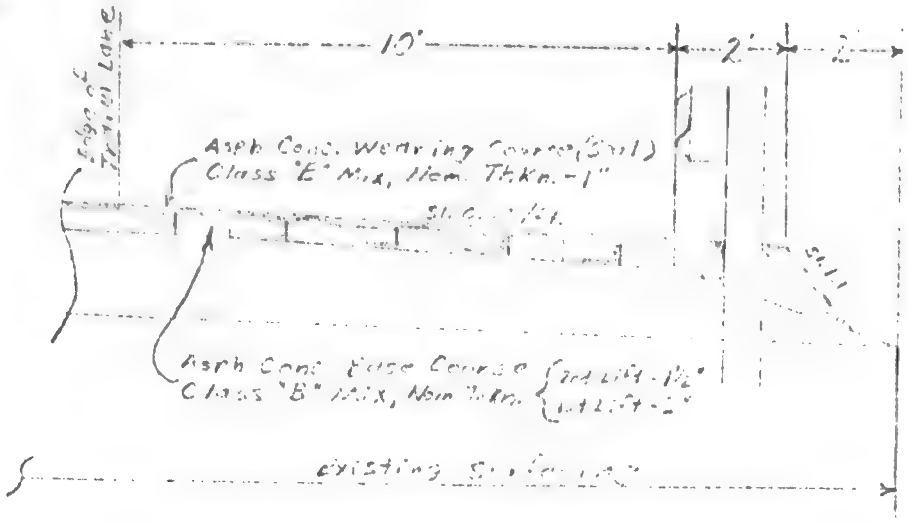
These sections are the same as used on the Meacham-Hilgard Section. Were there any problems in installing the guard rail at either location? Would you please review the proposed sections and make any recommendations that you might feel necessary.

REFERRED TO

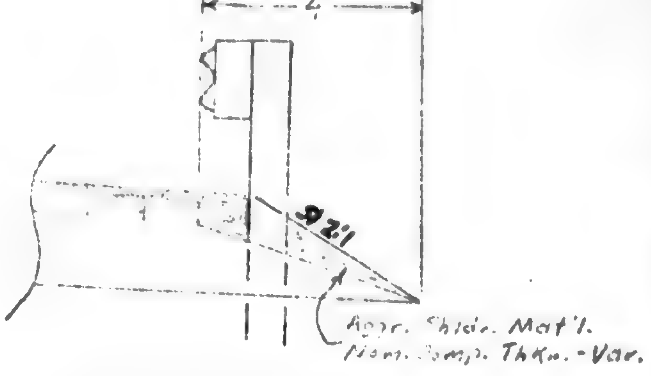
____Cole____ ____Reed____
____Eriksen____ ____Sample____
____Hager____ ____[✓ Watson]____
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

LKW:we
Enclosure

1 V
2 +


Edge of Travel Lane
10'
2'
2'
Asph. Conc. Wearing Course
Class "E" Mix, Nom. Thkn. - 1"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.
2nd Lift - 1½"
1st Lift - 2"
Existing Surfacing

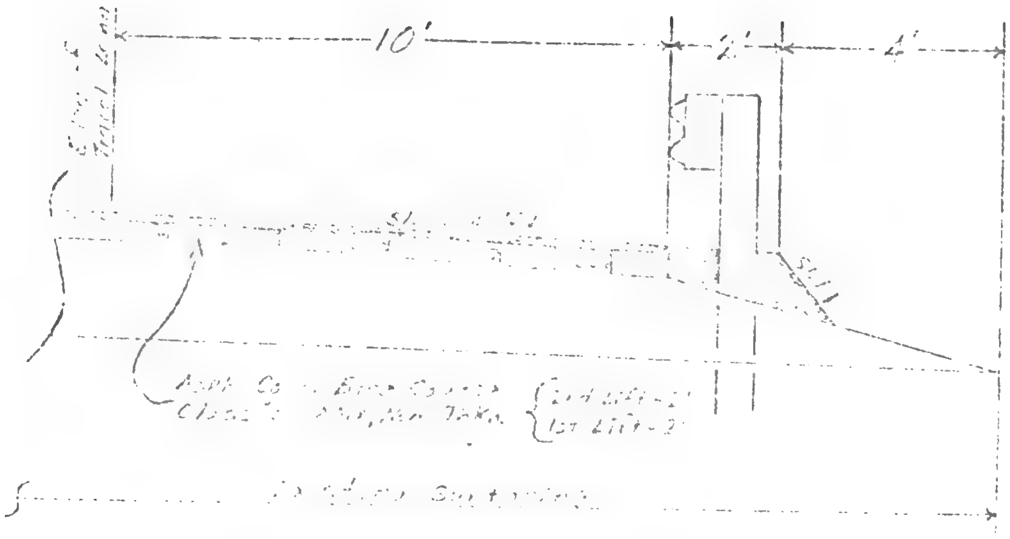
PLAN 1

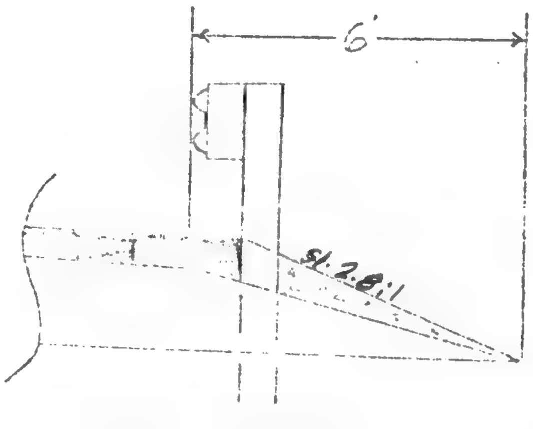

4'
Sl. 2:1
Aggr. Shldr. Mat'l.
Nom. Comp. Thkn. - Var.

For Data Is Not Shown
See Section Left

PLAN 2

STA. 980+00 to STA. 1132+40


Edge of Travel Lane
10'
2'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.
2nd Lift - 2"
1st Lift - 2"
Existing Surfacing



For Details Not Shown
See Section Left

[illegible]

PLAN 1

PLAN 2

STA. 1132+40 to [illegible] STA. [illegible]

[illegible]

805 5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 17, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The 1-inch open-graded plant mix seal for this project is approved. This will be in addition to the overlay approved in our memorandum of August 15, 1973.

G. K. Hossner
for G. L. Green

8-22-73
Copy Young
Versteeg
Schwartz
Wolfe

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 20 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the negative declaration for the above project as submitted in Mr. Schroeder's memorandum of July 25, 1973.

GK Hossner
for G. L. Green

Copies to Hunter
Young
Girard ✓

8 [illegible] 73

NOTED
R. L. S[illegible]

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1973

In reply refer to: 10-35-A1

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

An asphaltic concrete overlay of 3½" from Station 1002± to 1132+40± and 4" from Station 1132+40± to 760+50± plus a reasonable allowance for leveling is approved as requested in Mr. Wolfe's July 26, 1973 letter.

D.K. Hosner
for G. L. Green

8-22-73
NOTED
E. S. HUNTER

8-17-73
Copy Vic Wolfe

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig acf

805-5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Emigrant Hill-Meacham
Old Oregon Trail Highway (I-80N)
Umatilla County

LOCATION AND DESCRIPTION OF PROJECT This project extends approximately eleven and one-half miles along the Blue Mountain summit section of Interstate Highway 80N. The route is the most widely-used east-west highway in the state and is also part of the major transcontinental road system of the Pacific Northwest. The roadway, constructed from 1957 through 1962, reflects the standards of its construction period in regard to safety design features.

Current policies in providing for motorists' safety make it necessary to rework portions of the shoulders and slopes and remove as many fixed objects as possible. Features such as bridge piers and abutments around overcrossings, and posts or guard rails that cannot be removed--because it is physically or economically unfeasible--will be provided with adequate guard rail or impact devices.

Wherever possible, the median area will be flattened, as will the side slopes, in order to provide recovery capability for any vehicle that might overrun the roadway. With less abrupt slopes, much of the existing hazardous guard rail will become unnecessary and will be removed. Where removal is not possible or practical, the rail will be rebuilt to current standards to lessen the dangers of impact.

The roadway will also be upgraded by the application of an asphaltic concrete overlay paving.

PURPOSE OF PROJECT

The foregoing modifications, along with other improvements in safety design, are in keeping with the purposes of the nationwide program to make motoring a safer and more enjoyable activity. In Oregon, this program is to cover all substandard sections of the state system with particular emphasis on state highways.

EXISTING ENVIRONMENTAL SETTING

The terrain in the project area is described as a high mountain terrace, ranging from 3,000 to 5,000 elevation. It is characterized by many small rocky ridges, 5 to 50 feet high, through which the highway crosses, mostly at right angles. In general, the section lies across a line of climatic demarcation with two distinct visual aspects. To the west of Deadmans Pass, the incline of the terrace slopes downward onto the Umatilla plain, an area of low annual precipitation (10 inches). The resulting vegetative cover consists mostly of sparse grasses and shrubs. East of Deadmans Pass, there is a marked growth of coniferous trees, due to higher amounts of precipitation, and at the eastern end near Meacham, much forest cover is visible from the road.

The topography, climate, and vegetation provide a pleasant visual transition from the Columbia River lowlands and Umatilla plain on the west to the rugged mountainous country to the east.

Within the project limits, the highway passes through and borders part of the Umatilla Indian Reservation, the Blue Mountain Wayside, and Emigrant Springs State Park. None of the foregoing public lands are required for the project, as the work will lie entirely within existing right-of-way and access control lines.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The nature of physical impacts of this project will be analogous to those of most road construction projects, on a lesser scale. The resident human population is sparse. Therefore, the major effects will be felt by the road user. There will be other localized effects on the land and roadside vegetation.

Since much of the work is involved in flattening steep side slopes and median areas, it will be necessary to acquire soil and other mineral material. The most readily available material can be derived from some of the many cut banks and steeper slopes within the right-of-way lines. Utilization of this material source, in addition to providing the required fill material, will also make possible seeding and mulching of those source areas. Revegetation is naturally slow because of steep slopes and lack of a rooting medium. After the seeding and mulching, the area will have less exposed and eroded slope area than at present. A further improvement will result from daylighting cut slopes, as the opened sections will offer wider and more interesting vistas to the motorist.

Also, flatter cut slopes promote a better flow of air through and across the highway, which would tend to reduce snowdrifting and icing.

The combination of climate and elevation results in a limited variety of sparsely distributed forest trees and understory vegetation. Conifers that occupy areas required as a source for fill materials will be removed, and their immediate replacement is impractical. In certain places, some deciduous trees or shrubs may reestablish. These plants will provide a habitat in which seedling pines might develop.

Drainage of surface water in the project area is carried in side ditches and cross culverts which empty into existing stream channels. All of the local drainage system is composed of dry gulches with intermittent flows, mainly from November through May. In some locations along the project section, it will be necessary to make changes in the roadside drainage system because of the extended slopes. This could produce a desirable result with respect to the runoff period, as the flatter slopes with vegetation would tend to reduce the rate of runoff and erosion.

In the project area, the game habitat ranges from bare, dry open areas to clusters or patches of standing trees, mostly coniferous species. Big game, upland game and fur bearers such as mule deer, rocky mountain elk, whitetail deer, blue and ruffed grouse, marten, raccoon, and mink represent the more abundant wildlife forms in the area.

Since the Interstate highway was constructed, there has been a problem of game kill along this route, resulting from speed, limited visibility, and the tendency of big game animals to bolt across the path of a vehicle. Opening up steep cuts and flattening out the side slopes will enable drivers to spot an animal at a greater distance or to dodge and recover control in an emergency.

The production of asphaltic concrete to resurface the travel lanes will be carried out in the vicinity of the project and will result in some interruption of traffic as the material is being transported and placed on the roadway. There will also be air pollution and noise associated with construction, but enforcement of existing specifications will keep the adverse effects at a minimum. Because the project in itself does not create additional traffic, it will not contribute to the present levels of noise and air pollution. There will be localized, temporary increases in air and noise pollution during the period of construction.

BASIS FOR NEGATIVE DECLARATION In assessing this project, it has been determined that the work proposed does not require additional right-of-way, does not relocate any persons, and will not generate additional traffic. Further, the project is centered around the promotion of motorists' safety and mobility and will also result in a general upgrading of the facility. It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date AUG 23 1973
Division Engineer

SJC:dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
R. E. Royer
W. J. Hart
W. E. Schwartz

8055

86

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE June 13, 1973

TO Frank Terpin, Final Design Engr.

FROM J. R. Hagedorn

J. R. Hagedorn

SUBJECT Emigrant Hill - Meacham Sect.
Location: 630-1996
Est. of Cost
Slope Flattening vs Guardrail

As per request by Mr. R. A. Nichols, FHWA & Mr. Dale Allen, Region Const. Engr., I am submitting to you the cross - sections & cost estimate for comparison between slope flattening & guard rail on the subject section.

Mr. Nichols will be sent a copy of the cost estimate.

JRH:lc

cc: R. A. Nichols, FHWA
Dale Allen

REFERRED TO
___Cole___ ___Reec
___Eriksen___ ___Sa
___Hager___ _X_ v.
in ☐ Forward
Discuss ☐ File X
BY FINAL DESIGN ENG. R

NOTED

Emigran Hill-Meacham Sect.
Location - 630-1996

Estimate of Cost: Flattening Slopes Vs Guardrail

Approx. Sta. 609+50 - 617+00 Rt.

Remove Guardrail, 750 lin. ft. @ $1.50 = $1,125.00
Embankment in place, 3,623 cy. @ $1.50 = 5,434.50
18-inch CMP, 15 lin. ft. @ $7.00 = 105.00
Special Inlet, 1 only @ $300.00 = 300.00
Drainage Exc., 15 cy. @ $3.00 = 45.00
① $7,009.50

Approx. Sta. 646+50 - 649+50 Rt.

Remove Guardrail, 300 lin. ft. @ $1.50 = 450.00
Emb. in place, 2,120 cy. @ $1.50 = 3,180.00
36-inch CMP, 18 lin. ft. @ $13.00 = 234.00
Special Inlet, 1 only @ $300.00 = 300.00
Drainage Exc., 18 cy. @ $3.00 = 52.00
② $4,216.00

Approx. Sta. 676 - 679+90 Rt.

Remove *387.5' Guardrail @ $1.50 = 581.25
Emb. in place, 768 cy. @ $1.50 = 1,152.00
36-inch CMP, 10 lin. ft. @ $13.00 = 130.00
Special Inlet, 1 only @ $300.00 = 300.00
Drainage Exc., 10 cy. @ $3.00 = 30.00
③ $2,193.25

Approx. Sta. 700+50 - 708+15

Remove Guardrail, 762.5 lin. ft. @ $1.50 = 1,143.75
Emb. in place, 4,279 cy. @ $1.50 = 6,418.50
36-inch CMP, 30 lin. ft. @ $13.00 = 390.00
24-inch Conc. Culv., 10 lin. ft. @ $9.00 = 90.00
Special Inlet, 1 only @ $300.00 = 300.00
Drainage Exc., 40 cy. @ $3.00 = 120.00
④ $8,462.25

Cost Comparison

	Flattening Slopes	Inst. Guardrail @ $10.00/lin. ft
①	$7,009.50	$9,750.
②	4,216.00	4,750.
③	2,193.25	3,875. *

Remove Guardrail, 750 lin.ft. @ $1.50 = $1,125.00
Embankment in place, 3,623 cy. @ $1.50 = 5,434.50
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Cost Comparison

	Flattening Slopes	Inst. Guardrail @ $10.00/lin.ft.
①	$7,009.50	$9,750.
②	4,216.00	4,750.
③	2,193.25	3,875. *
④	8,462.25	8,250.

* Sht. 12 of plans does not show G.R. to be installed. The lin.ft. to be removed was used for cost comparison.

WILSON-JONES COMPANY • U.S.A. • WS 01N BUFF • WS 01NG GREEN

8055

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1973

Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Cusack:

Re: Emigrant Hill-Meacham
Old Oregon Trail Highway (FAR 1)
Umatilla County

An evaluation of the overlay requirements on the subject section has been completed in accordance with the method outlined in August, 1970 by Messrs. Hewitt and Rugenstein, FHWA representatives from Washington, D.C. Additionally, two other methods of evaluating the pavement structure and their results are included in the report.

Two copies of the overlay design analysis are enclosed for your review. Should any questions arise about the analysis, they will be answered promptly.

We request your approval of the asphaltic concrete overlays, three and one-half inches from Station 1002+00± to Station 1132+40±, and two inches from Station 1132+40± to Station 760+50±, with an allowance for leveling in each case.

Very truly yours,

Victor D. Wolfe
Location Engineer

Enclosures

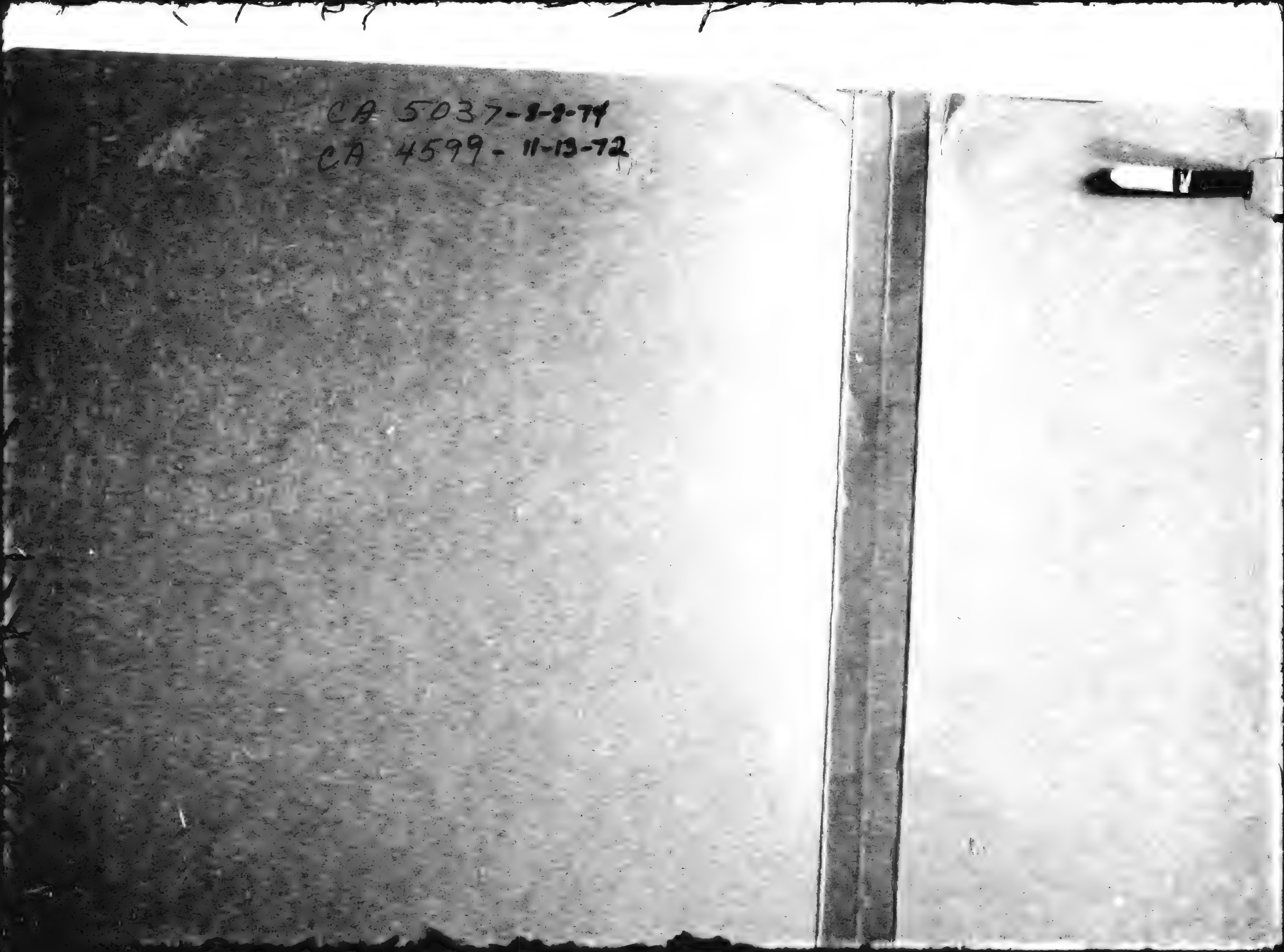
JWF:af mc
bc E. S. Hunter
F. W. Yarbrough

NOTED
E. S. HUNTER

RECEIVED
APR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8054 S. Fork Coos Riv.-(Landrith) 1974
Bridge E. of Eastside #1
(Structure)

803- S. Fork Coos River, [illegible]
Bridge F. [illegible]
Structure



CA 5037-8-8-74
CA 4599-11-13-72

8054

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 19, 1974

FILE:

HAH

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT: Coos River (Landrith) Bridge

NOTED
E. S. HUNTER

On April 16, 1974 I met with Mr. Palmateer, Mr. Pierce, and Mr. Quiner of Oregon Bridge and Mr. Schell of the Federal Highway Administration on the final design of the Landrith Bridge.

I explained that the State and Coos County are eager to construct the project in the early summer of this year in order that critical phases of the work can be completed before the wet season. The Federal Highway Administration approval necessary to proceed with completion of the project plans is held in abeyance contingent upon approval of the Action Plan.

I advised Oregon Bridge to proceed with the final design.

Every effort should be made to advertise the project in early June with receipt of bids in late June. A special bid letting in early July will be considered if the late June date cannot be met.

Mr. Schell indicated that he would recommend October 1, 1973 as the last date for FHWA participation in preliminary engineering. October 1, 1973 is the date at which the foundation investigation phase was completed. On that date approximately 66 percent of the preliminary engineering was completed. I indicated that the State would assume responsibility for the remaining design changes to bring the project to advertising. This would be those design costs (approximately $9,900) normally reimbursable under federal aid but non-participating in this case.

I indicated to Oregon Bridge that we are making efforts in Washington, D.C. to expedite approval of the Coast Guard permit for the Landrith Bridge. We have indications that the permit approval should be forthcoming in the early part of May.

Right of way for the project has not been secured to date. Mr. Quiner was to contact Mr. Boyd of our Right of Way Section for whatever assistance we could give them in expediting the clearing of right of way.

WJH:dh

cc E. S. Hunter
H. S. Cox
H. A. Schell, Jr., FHWA

RECEIVED
APR 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8054

April 18, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Landrith Bridge

Mr. George Baldwin, Director of the Oregon Department of Transportation, had occasion to be in Washington, D.C. last week and stopped in at the Headquarters Coast Guard Office to discuss speeding up approval of the permit for replacement of the Landrith Bridge over the South Fork of the Coos River. This construction permit was applied for by the Coos County Board of Commissioners January 22, 1973. Your Headquarters Office indicated they would process the permit immediately and try to have it in our hands by May 1, 1974.

They had one question concerning the time required to remove the old structure after the new bridge was in operation. Apparently information submitted with the application indicated that removal would take one year. Since Mr. Baldwin's return, we have reviewed the project and find that the old structure can be removed within 90 days following the date the new structure is placed under traffic. Mr. Baldwin has called the Headquarters Office and advised them of this and they requested we drop this confirming note to your office.

We wish to thank you and your Washington, D. C. Office for promptly considering our request to immediately process the Coos County application in order that the project may be contracted in time to do the work on the flood plain during the low water stages this summer.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien

Fas 255
Coos Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

April 18, 1974

RECEIVED
COUNTY & CITY SECTION
APR 1 [illegible]
☑ ENGR. ☑ SUPR. ☐ GE ☐ [illegible] ☐ UC
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Mr. Bruce Boyd
Director of Right of Way
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Landrith Bridge
Right of Way
Coos County

Dear Bruce:

This letter is intended as a memo to cover the items discussed yesterday by you, Floyd Scott, R/W Description Engineer and myself, regarding Right of Way description and Right of Way acquisition, for Landrith Bridge.

Turned over to Floyd Scott, was the Right of Way map, assessors maps, photostatic copies of property description and several old survey maps of the area. Floyd felt he had enough information to proceed with the Right of Way description. I discussed with Floyd the filing of the R/W map, showing the references, with the Coos County Surveyor. I feel that since we have made the survey we should file the required map at or near the completion of the project. I will send you a copy for your records when it is filed with Coos County.

In dealing with Mr. Rood, property owner, the following should be discussed and included in the negotiations. These items were discussed at the Public Hearing.

1. He can be granted a permit for use of the land under the bridge after completion of the structure.

2. If he wishes, the contractor can be required to fence his work area.

3. Contractor will be required to restore the field to its original condition. Seed and mulch if necessary.

Since I talked to you yesterday, I received a call from Walt Hart, Bridge Engineer and he advised me that the bid letting has been moved ahead from June 27th to June 20th. He said that if we could not make this date a special bid letting would be held about July 11th. We are working toward the June 20th date for our design.

I am enclosing a copy of the revised Right of Way map with the minor changes in coordinates and station. The map I left yesterday had these corrections in red.

Bruce, I want to thank you very much for all your assistance and help in getting the Right of Way cleared for this project.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

John Quiner

John H. Quiner II
Chief Construction Engineer

JHQ:seb
Enclosure

cc: Lonnie Van Elsberg, Coos County Commissioner
H. S. Cox, County-City Engineer

fau 255
Coos Co

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 18, 1974

RECEIVED
COUNTY & CITY SECTION
APR 18 1974
☑ ENGR. ☐ COOR. ☑ JE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Mr. Lou F. Pierce
Oregon Bridge Engineering Co.
PO Box 72
223M North A
Springfield, Oregon 97477

Dear Mr. Pierce:

Coos River (Landrith) Bridge
Bridge No. 2513A

This will confirm our discussion of April 16, at which directions were given to proceed with completion of final plans and specifications for the Coos River (Landrith) Bridge. The State will assume any design costs normally reimbursable under Federal-aid but which may be judged non-participating due to procedural requirements.

Every effort should be made towards completion of contract documentation for a June 20 bidding. If this date cannot be met, consideration will be given to a special letting in early July, probably July 11.

Please keep me advised of progress on clearing the project right-of-way. We have been advised that a Coast Guard Permit for the crossing will be issued early in May.

Very truly yours,

Walter J. Hart

Walter J. Hart
Bridge Engineer

WJH/ag
cc L. Van Elsberg (Coos Co.)
E. S. Hunter
H. S. Cox
G. L. Green (FHWA)

fas 255-Coos

STATES GOVE MENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: April 18, 1974

In reply refer to:

RECEIVED
COUNTY & CITY SECTION
MAY 6 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

SUBJECT: Oregon Project S-596(1)
Preliminary Engineering Costs

FROM : H. A. Schell, Division Bridge Engineer

TO : Mr. G. L. Green, Division Engineer

On April 16 I met with Wally Palmateer, Louis Pierce, John Quiner of Oregon Bridge, and Walt Hart, OSHD in Oregon Bridge's office to discuss the design status of the Landrith Bridge. The purpose of this meeting was to determine a logical cutoff point between preliminary engineering and design engineering. This point is necessary because of the State's tardiness in submitting the Action Plan.

The total design cost including preliminary and final design is a lump sum figure of $36,250. This has been broken down in the Consultant's Exhibit C of their agreement to be 26% for the preliminary phase and 74% for the design phase. Because of the progress of the job and the difficulties in selecting alternates these estimated percentages are obviously in considerable error. Much work was necessary to tie down the reasonable costs of the alternates. Because the project was expected to progress to completion overlapping work was done in the preliminary phase that could apply to the design phase. Of the eight items mentioned in the preliminary phase the foundation study performed by the State appears to be the final element of work that can be reasonably tied down. This foundation report was submitted to Oregon Bridge by OSHD September 28, 1973, and at that time approximately 66% of the total contract cost had been incurred. The consultant had obviously miscalculated the cost of the preliminary phase.

Because the foundation report is necessary for determining the final substructure and superstructure arrangements I recommend that we cut off all preliminary phase Federal-aid participation as of October 1, 1973. Please note the A-95 review was completed at the end of the year in 1973 and the negative EIS was approved by Mr. Cusack January 22, 1974. However, these items on this particular structure were not controversial enough to change the final design criteria set up after the foundation report was submitted.

RECEIVED
APR 22 1974
BRIDGE

H. A. Schell

4-18-74

bk

8054

Salem, Oregon

April 8, 1974

George M. Baldwin
Director

E. S. Hunter
Assistant State Highway Engineer

Landrith Bridge
FAS 255

Attached are the inspection reports dated 6-5-72 and 3-74 of the Landrith Bridge on FAS 255. An explanation of the code numbers is included on the form used in 1972 and an additional sheet explaining the code numbers for the 1974 report form is attached.

The bridge is a pile trestle thru truss structure built in 1938. The overall length of the structure is 701 feet and the length of the main span (thru truss) is 130 feet. The horizontal clearance is entirely substandard having a roadway width of 19 feet and a deck width of 21.2 feet. The vertical clearance over the roadway is 13 1/2 feet. Both the roadway vertical and horizontal clearance is entirely inadequate for the heavy log truck traffic sustained by this section of the road. The horizontal clearance requires that log trucks operate on a basis of one-way traffic.

On the 1972 inspection report, extensive truss damage from high loads and rotten piling created a basically intolerable condition requiring high priority replacement. The minimum amount of maintenance work to bring the structure to a condition to safely carry log truck traffic was immediately performed by the County.

The 1974 inspection performed by State Highway Division structural inspectors indicate that:

1. Timber decay in piling and caps has progressed to the point that they require immediate replacement.

2. Steel corrosion on the thru truss is in danger of progressing to the point where loss of cross-section may impair the integrity of the truss.

3. The overall rating of the inspector for the substructure is number 6.

4. The overall rating for the superstructure is number 6.

> Note: A rating of 6 indicates that major items are in need of repair by maintenance forces. These items should be repaired or replaced now or before the next inspection as they affect the load carrying capacity of the structure.

This project is in the final plan stage and can be contracted within one month following receipt of the Coast Guard permit for construction of the bridge. Actual construction is estimated to take 15-18 months provided the contract can be let in June 1974. A delay of one month in letting will likely cause the completion time to extend through the third construction season. In order to utilize all of this construction season, it will be necessary to have received the Coast Guard permit by May 1, 1974. A delay in letting of the contract to mid or late summer will result in loss of this construction season and a necessity of the County maintenance forces to do extensive repair work in order that the existing structure be kept in service an additional year. A delay in addition to causing the County to do extensive and expensive maintenance work will also deny the travelling public use of a wider and more safer structure for the same period of time. It would appear to be in the public interest to expedite approval of the permit in order that the maximum time from the upcoming construction season may be utilized.

ESH:jf

255 - Coos

cc: E. S. Hunter
L. W. Rulien

MEMO TO FILES

April 5, 1974

Re: S. Coos River (Landrith) Bridge Sect.
Coos River Road, FAS 255
Coos County

Engineering for project approved by the Highway Commission on August 8, 1972.

Consultant agreement between Coos County and Oregon Bridge Engineering Company for preliminary, design, and construction engineering services dated May 25, 1972 and approved by FHWA on Nov. 27, 1972.

As a result of a public meeting held on February 27, 1973, the Coos County Board of Commissioners chose Alternate No. 1 as the site for the new bridge.

Transportation Commission approved project on November 21, 1973.

Negative declaration approved by FHWA January 21, 1974.

Coos County offered the opportunity for a formal public hearing and received no requests by March 8, 1974.

Coast Guard accepted negative declaration and forwarded permit application to Washington, D.C. in latter part of February, 1974.

Location and design approval being held up pending approval of action plan.

Oregon Bridge Engineering Company presently working on design.

Bid letting date cannot be set until Coast Guard permit is received and location-design approval given.

Present estimate is $1,000,000.

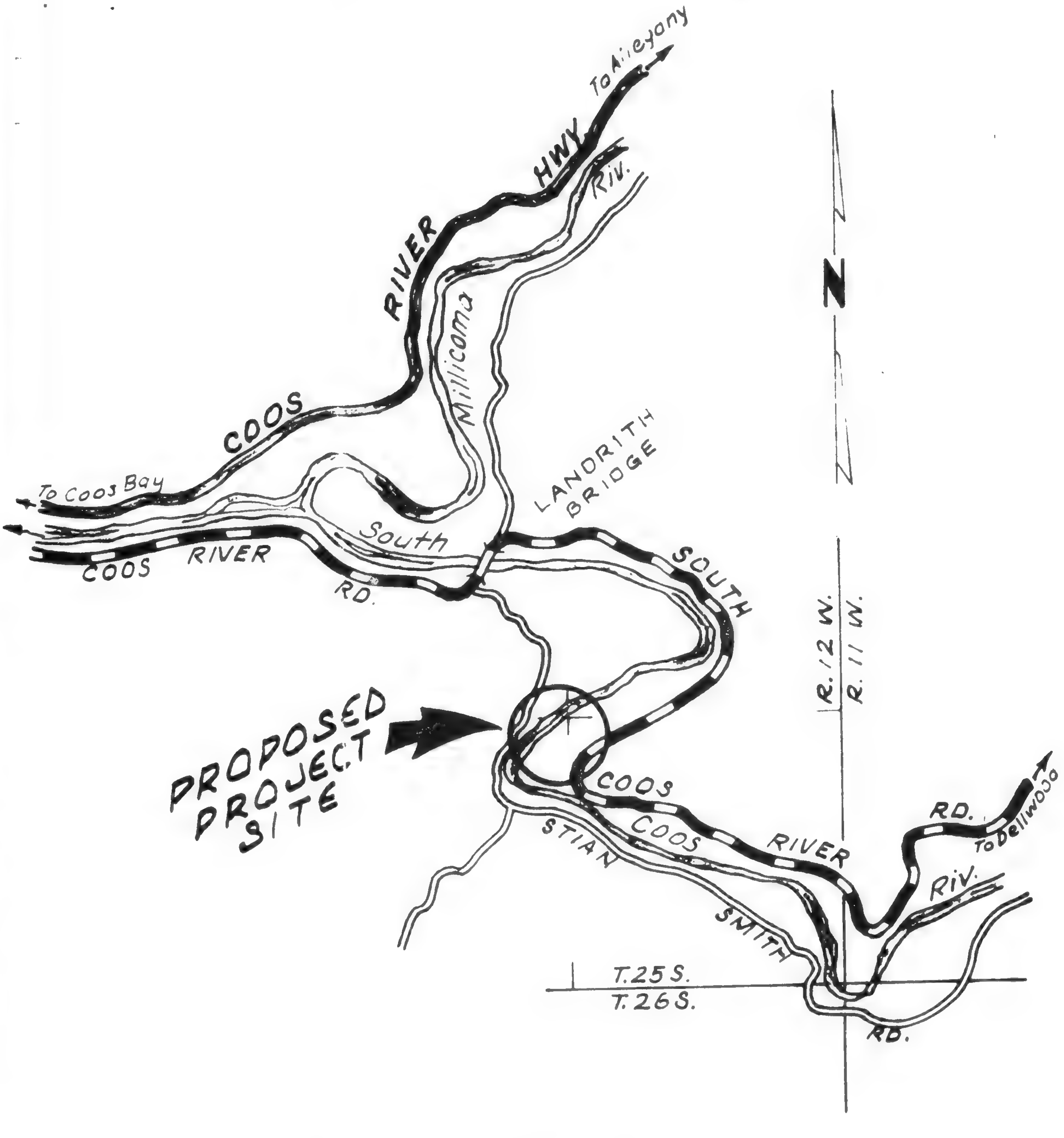
Financing to be done with County's FAS funds ($735,000 current funds and $265,000 advanced on future allocations).

Highway Division Right-of-Way Section to assist County in negotiating for and acquiring right-of-way.

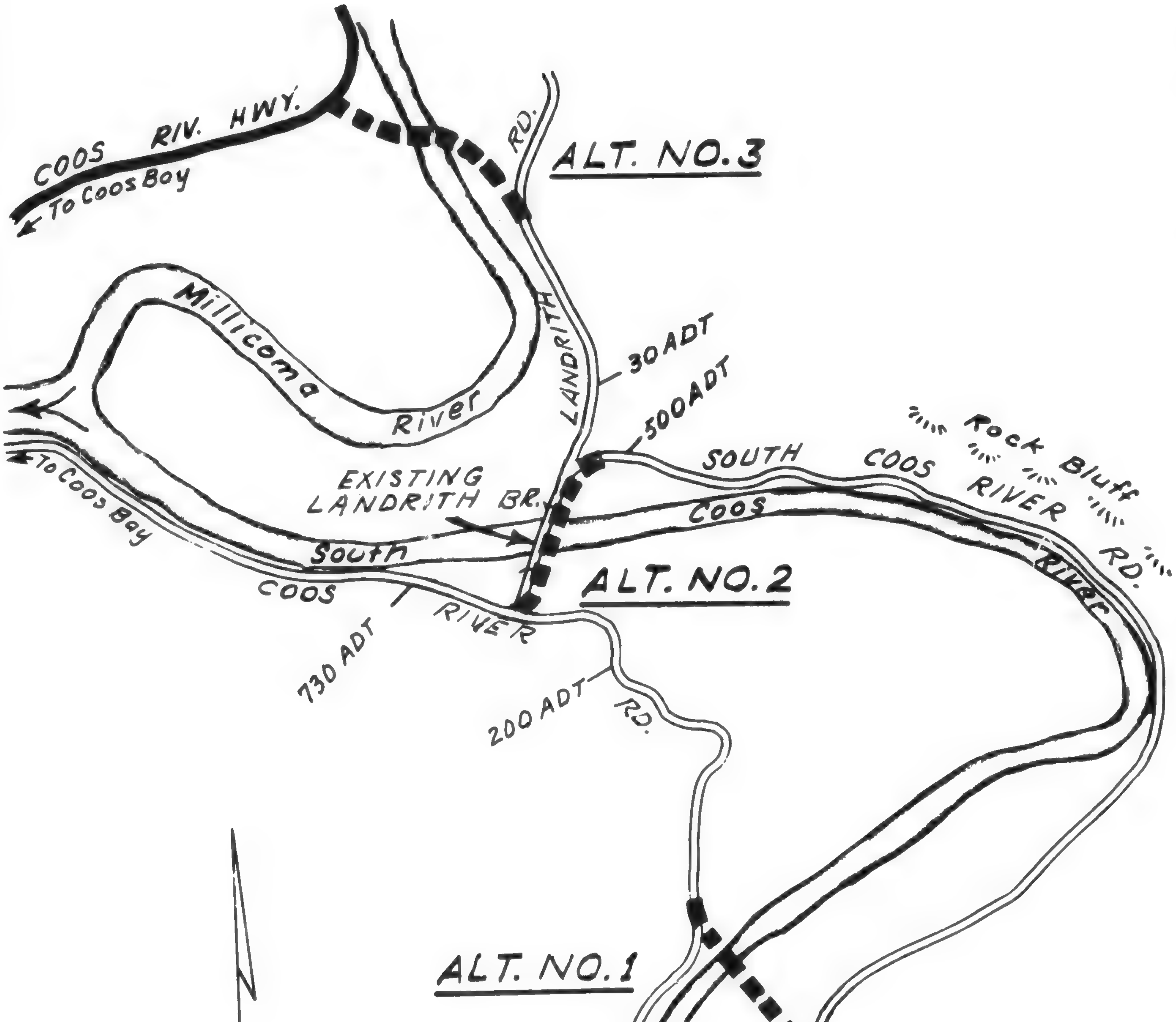
Robert H Prange
Robert H. Prange
Rural Engineer
County & City Unit

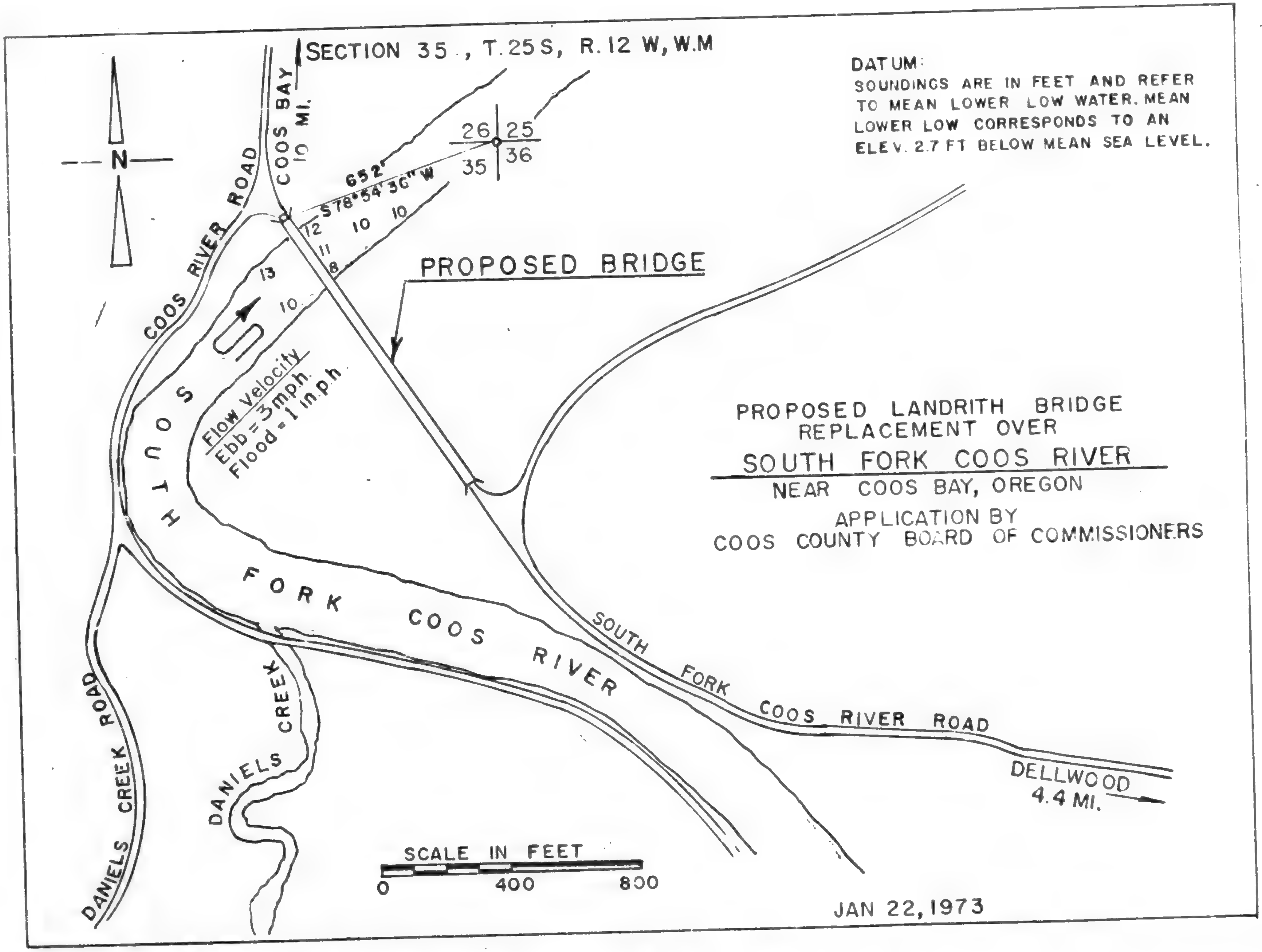
RHP:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐


To Allegany
COOS RIVER HWY
Millicoma Riv.
To Coos Bay
COOS RIVER RD.
South
LANDRITH BRIDGE
SOUTH COOS RIVER RD.
N
R.12W.
R.11W.
PROPOSED PROJECT SITE
STIAN
SMITH
RD.
Coos Riv.
To Dellwood
T.25S.
T.26S.

S. Coos Riv. (Landrith) Br. Sect.
S. COOS RIVER RD
Coos County

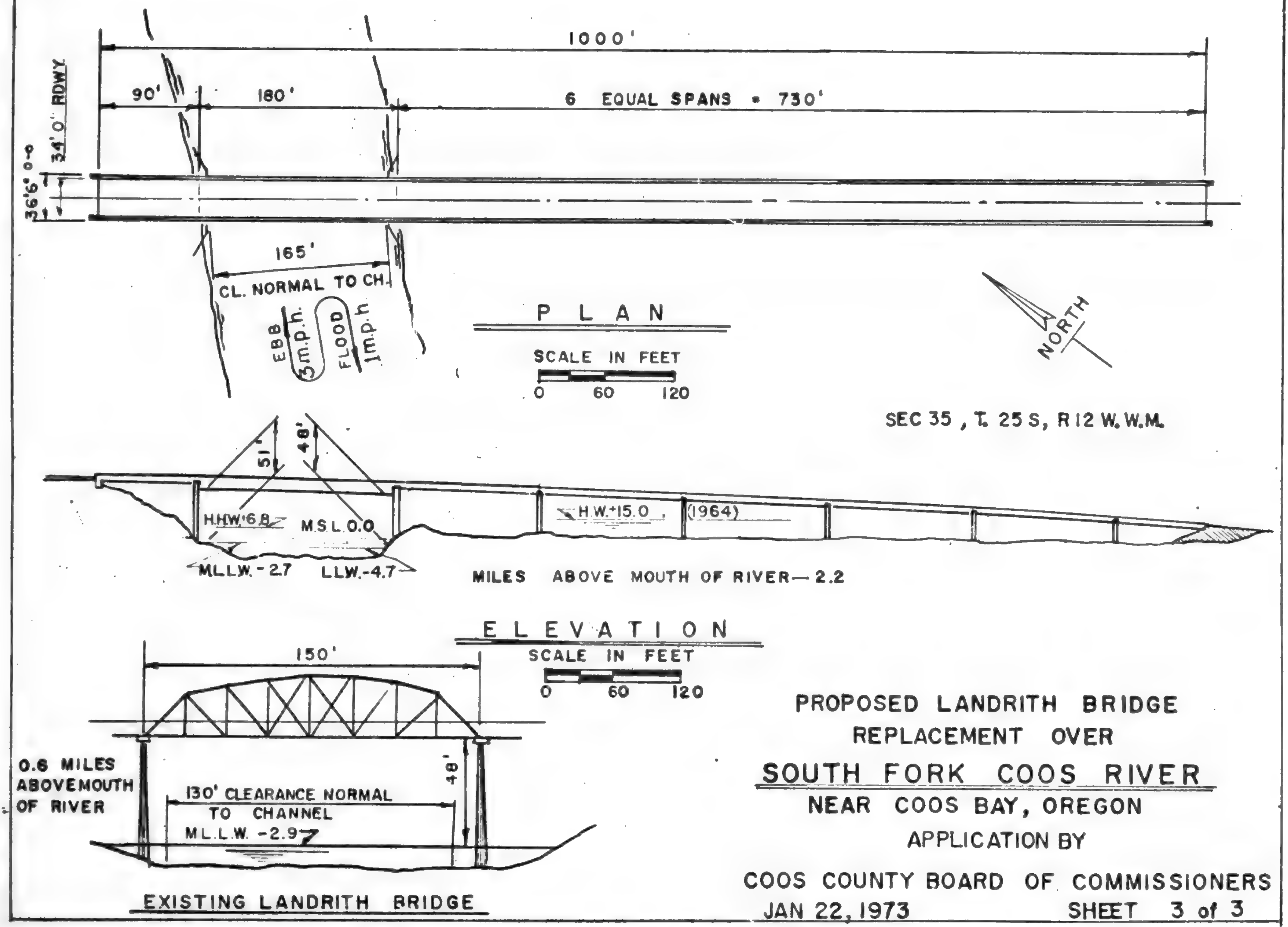

COOS RIV. HWY.
To Coos Bay
RD.
ALT. NO. 3
Millicoma
River
LANDRITH
30 ADT
500 ADT
Rock Bluff
SOUTH COOS RIVER RD.
EXISTING LANDRITH BR.
Coos
South
River
To Coos Bay
ALT. NO. 2
COOS RIVER
730 ADT
200 ADT
RD.
N
ALT. NO. 1
To Dellwood
DANIELS CR. RD.
Daniels Cr.


SECTION 35 , T.25S, R.12 W, W.M
N
COOS BAY 10 MI.
COOS RIVER ROAD
26 25
35 36
652'
S78°54'36"W
12 10 10
11
8
13
10
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.
SOUTH FORK COOS RIVER
DANIELS CREEK ROAD
DANIELS CREEK
SOUTH FORK COOS RIVER ROAD
DELLWOOD 4.4 MI.
SCALE IN FEET
0
400
800

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973


1000'
90'
180'
6 EQUAL SPANS = 730'
34'0" RDWY
36'6" 0-0
165'
CL. NORMAL TO CH.
EBB 3m.p.h.
FLOOD 1m.p.h.
PLAN
SCALE IN FEET
0 60 120
NORTH
SEC 35, T. 25 S, R 12 W. W.M.
51'
48'
H.H.W. 6.8
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
H.W. +15.0 (1964)
MILES ABOVE MOUTH OF RIVER—2.2
ELEVATION
SCALE IN FEET
0 60 120
150'
48'
0.6 MILES ABOVEMOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.9
EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

Landrith

NPPND-MI-P

19 July 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Coos River, South Fork, Landrith Bridge Replacement

Gentlemen:

In accordance with your written request dated 17 July 1973, I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to conduct test drilling in the Coos River, South Fork, as shown on the attached drawings.

If the work herein authorized is not completed on or before 31 December 1973 this Letter of Permission, if not previously revoked or specifically extended, shall cease and become null and void.

The Oregon State Highway Division shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency and/or the State of Oregon Department of Environmental Quality having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instructions, in effect or prescribed by the Environmental Protection Agency or State of Oregon Department of Environmental Quality, are hereby made a condition of this Letter of Permission.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

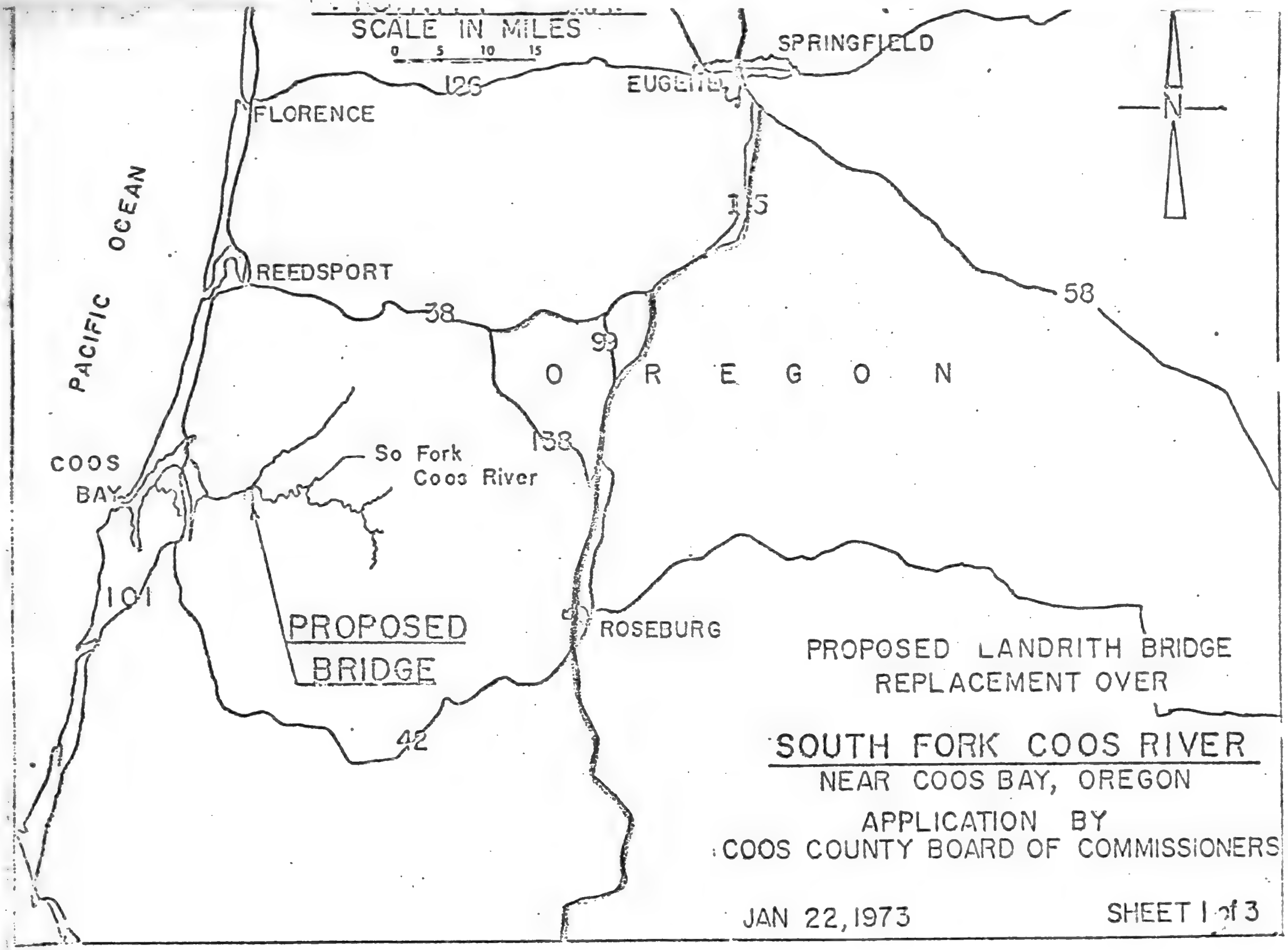
CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By A. J. Heineman
A. J. HEINEMAN
Chief, Navigation Division

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7-25-73
cc: Hart
Young


SCALE IN MILES
0 5 10 15
N
PACIFIC OCEAN
FLORENCE
REEDSPORT
COOS BAY
SPRINGFIELD
EUGENE
126
I-5
38
99
138
101
42
58
O R E G O N
So Fork Coos River
PROPOSED BRIDGE
ROSEBURG

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

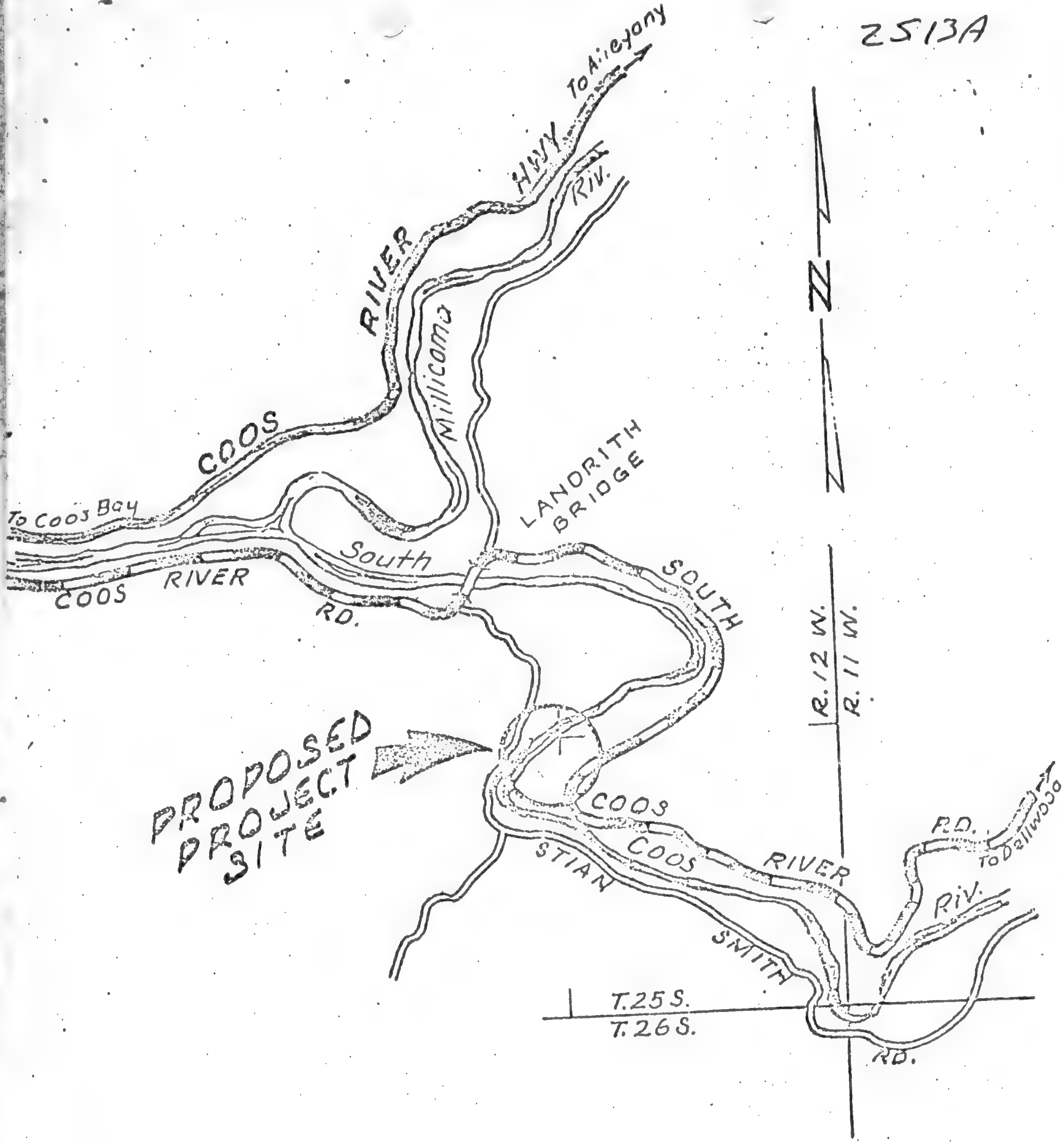
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON

APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

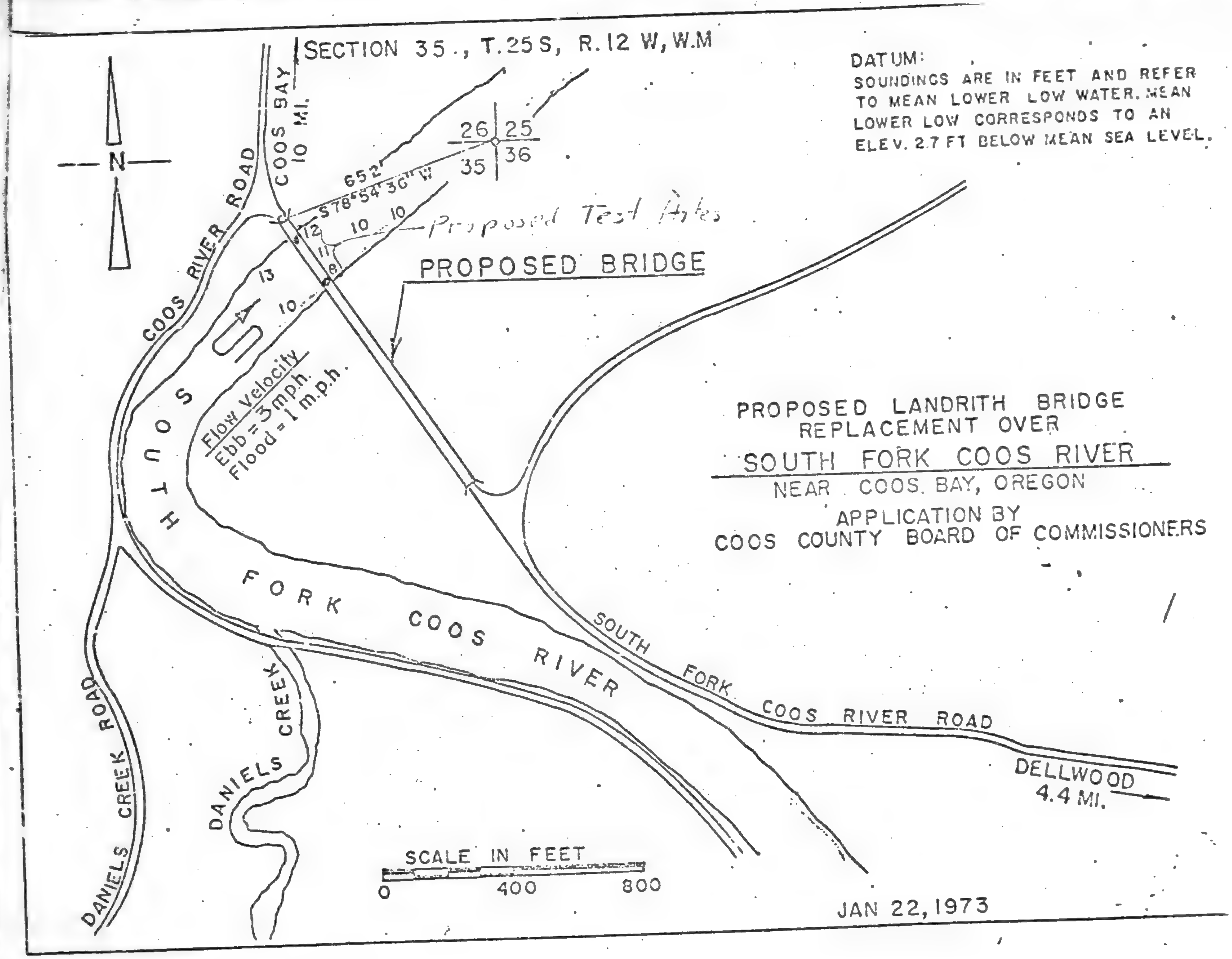
JAN 22, 1973

SHEET 1 of 3

2513A


To Allegany
HWY.
RIV.
COOS RIVER
Millicoma
To Coos Bay
LANDRITH BRIDGE
South
COOS RIVER RD.
SOUTH
PROPOSED PROJECT SITE
COOS
COOS RIVER
STIAN
SMITH
RD.
To Dellwood
RD.
RIV.
T.25S.
T.26S.
R.12W.
R.11W.
N

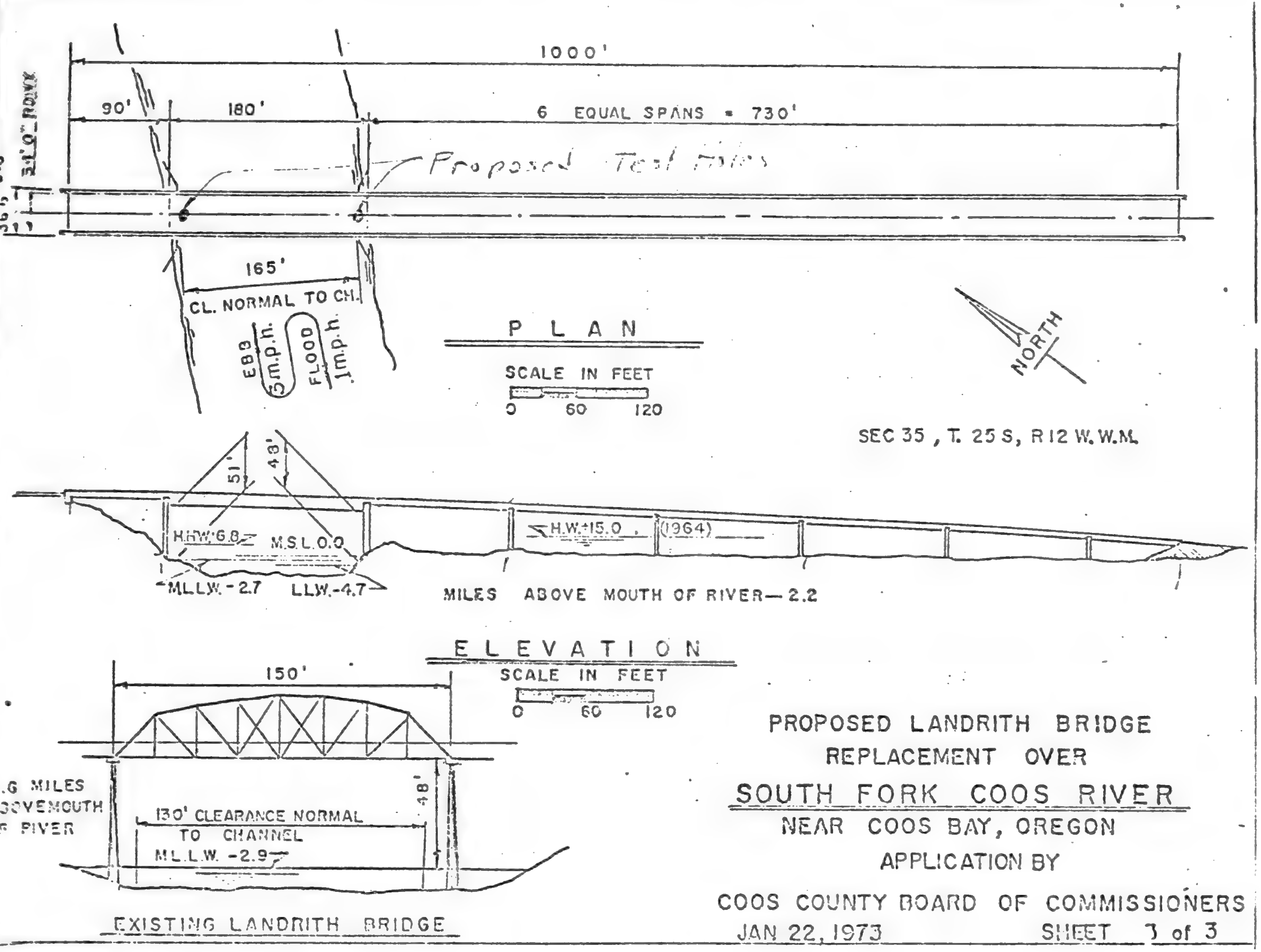
S. Coos Riv. (Landrith) Br. Sect.
S. COOS RIVER RD
Coos County


SECTION 35., T.25S, R.12 W, W.M
N
COOS RIVER ROAD
COOS BAY 10 MI.
26
25
35
36
652'
S78°54'36"W
12
11
10
10
8
13
10
Proposed Test Piles
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 mph.
Flood = 1 m.p.h
SOUTH
FORK
COOS
RIVER
SOUTH FORK COOS RIVER ROAD
DELLWOOD 4.4 MI.
DANIELS CREEK ROAD
DANIELS CREEK
SCALE IN FEET
0
400
800

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS. BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973


1000'
90'
180'
6 EQUAL SPANS = 730'
36'6"
Proposed Test Piles
165'
CL. NORMAL TO CH.
EBB
5 m.p.h.
FLOOD
1 m.p.h.
NORTH
51'
48'
H.H.W. 6.8
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
H.W. +15.0 (1964)
MILES ABOVE MOUTH OF RIVER — 2.2
150'
48'
0.6 MILES ABOVE MOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.9

P L A N

SCALE IN FEET
0 60 120

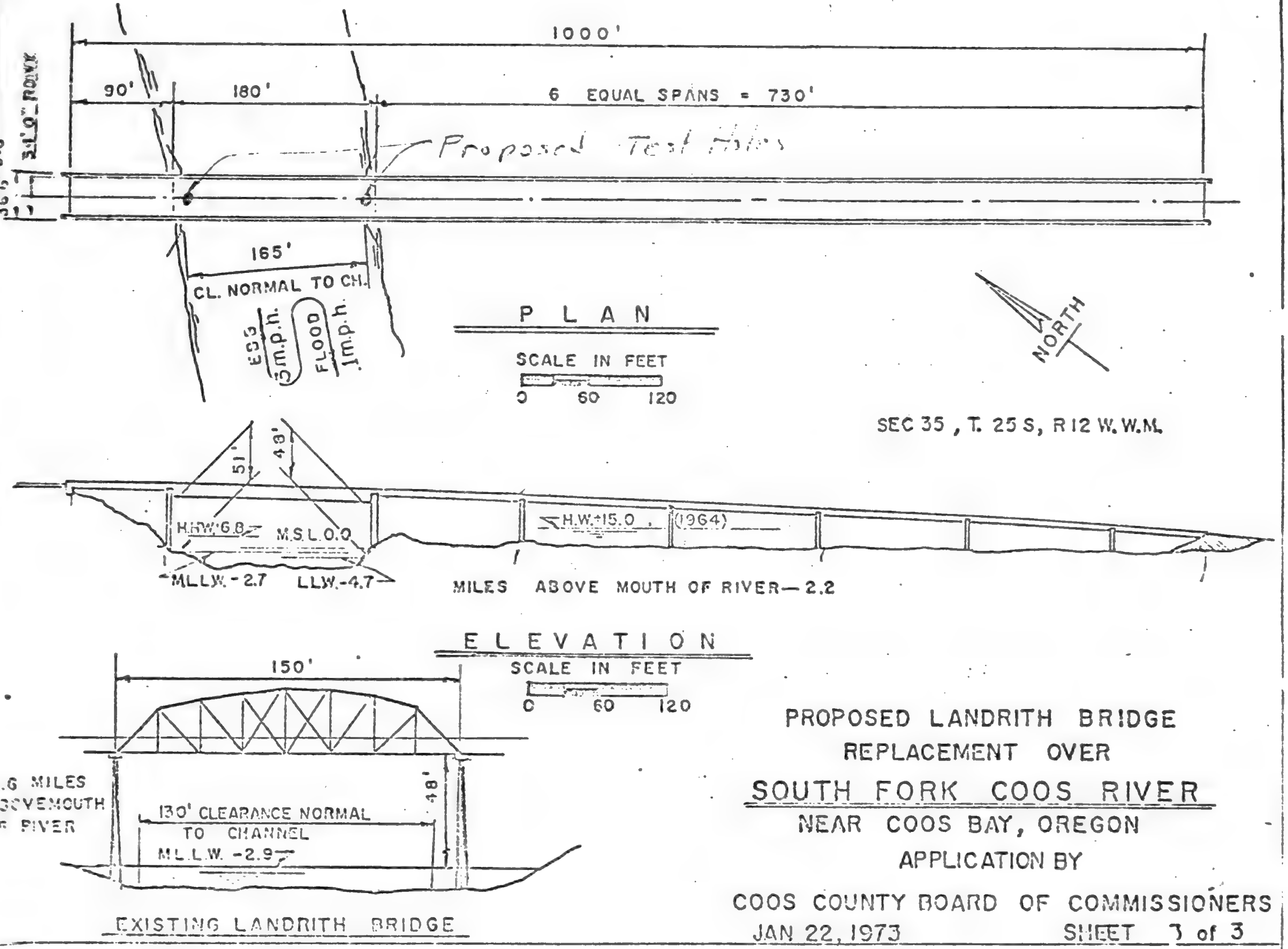
SEC 35, T. 25 S, R 12 W. W. M.

E L E V A T I O N

SCALE IN FEET
0 60 120

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3


1000'
90'
180'
6 EQUAL SPANS = 730'
Proposed Test Holes
36'-6"
34'-0" RDWY
165'
CL. NORMAL TO CH.
EBB 5m.p.h.
FLOOD 1m.p.h.
P L A N
SCALE IN FEET
0 60 120
NORTH
SEC 35, T. 25 S, R 12 W. W.M.
51'
48'
H.HW. 6.8
M.S.L. 0.0
H.W. +15.0 (1964)
M.L.L.W. -2.7
L.L.W. -4.7
MILES ABOVE MOUTH OF RIVER — 2.2
E L E V A T I O N
SCALE IN FEET
0 60 120
150'
48'
0.6 MILES ABOVE MOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.9
EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

[illegible]

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

X

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Ser 65
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NOTED
A. E. JOHNSON

In reply refer to
Proposed bridge across
South Fork Coos River
near Coos Bay, Oregon

PUBLIC NOTICE NO. 73-N-01

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Coos County, Oregon, for approval of plans and location for a bridge across a navigable waterway, as follows:

WATERWAY AND LOCATION

South Fork Coos River at Mile 2.2, near Coos Bay, Oregon.

CHARACTER OF WORK

Construct a fixed 2-lane highway bridge to provide a new connection between the Coos River Road on the left bank with the South Fork Coos River Road on the right bank. The proposed structure will consist of 8 spans and be 1000 feet in overall length. The navigation span will provide the following clearances:

Horizontal - 165 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW
(3 feet additional clearance at north pier)

The proposed bridge will replace an existing bridge at Mile 0.6 which provides the following clearances:

Horizontal - 130 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted rests upon the effects of the bridge on navigation and on the human environment. Other pertinent facts, such

P/N 73-N-01
Proposed bridge across
South Fork Coos River

as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The State of Oregon, Department of Environmental Quality, has certified that the replacement structure as proposed will not violate applicable water quality standards as called for by Public Law 91-224. The applicant has submitted a draft negative declaration of environmental impact which is on file in this office.

SOLICITATION OF COMMENTS

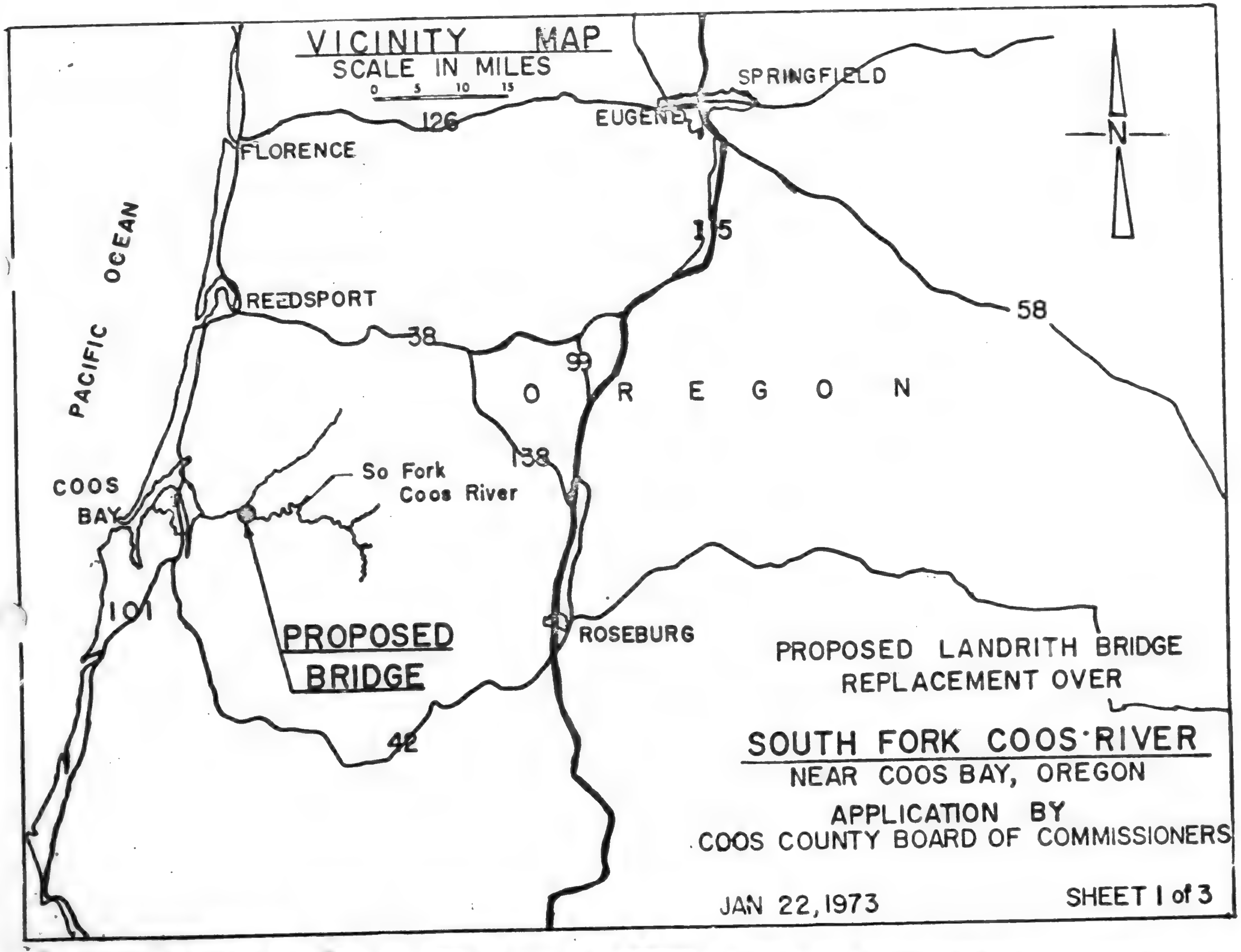
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of navigation clearances, and the effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 9 March 1973.

Plans of the proposed bridge are attached.

This Notice consists of 2 pages and 3 sets of drawings.

D. A. Webb
D. A. WEBB
Captain, U. S. Coast Guard
Chief of Staff, 13th Coast Guard District

Encl: (1) drawings - 3


VICINITY MAP
SCALE IN MILES
0 5 10 15
N
PACIFIC OCEAN
FLORENCE
126
EUGENE
SPRINGFIELD
I 5
58
REEDSPORT
38
99
O R E G O N
138
COOS BAY
So Fork Coos River
101
PROPOSED BRIDGE
42
ROSEBURG

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

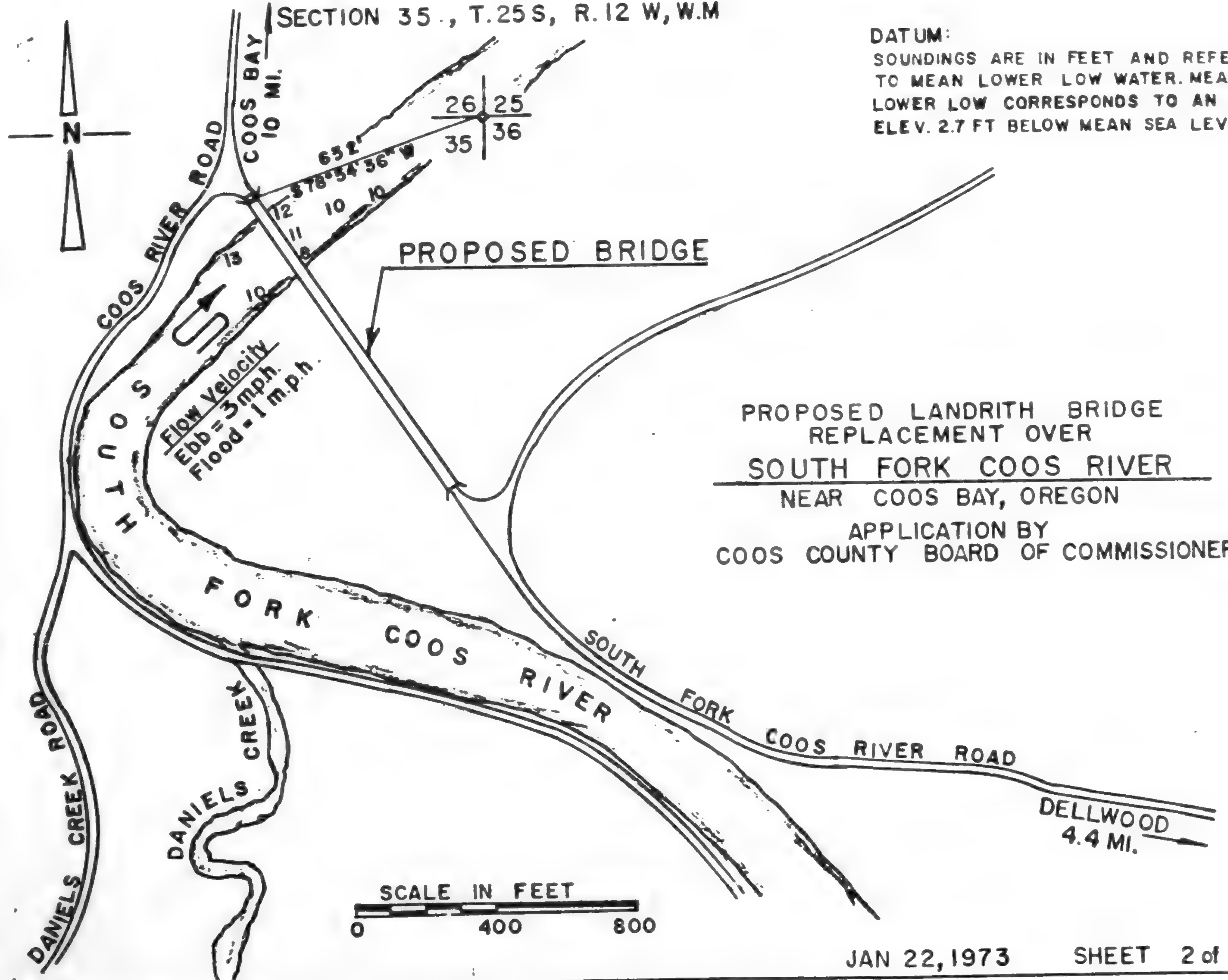
SOUTH FORK COOS·RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3

SECTION 35., T.25S, R.12 W, W.M

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.


N
COOS BAY
10 MI.
COOS RIVER ROAD
26
25
35
36
652'
S78°54'36"W
12
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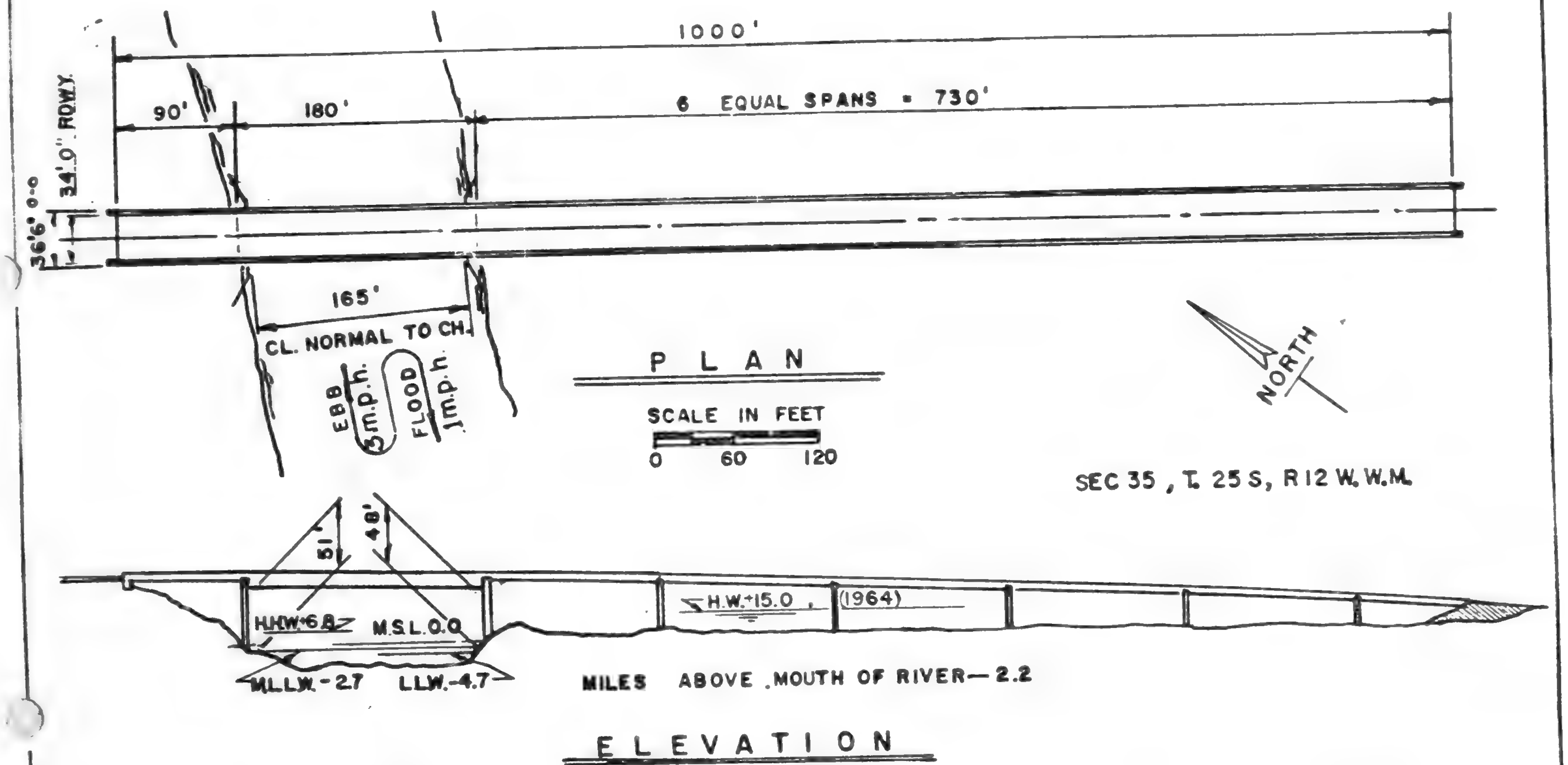
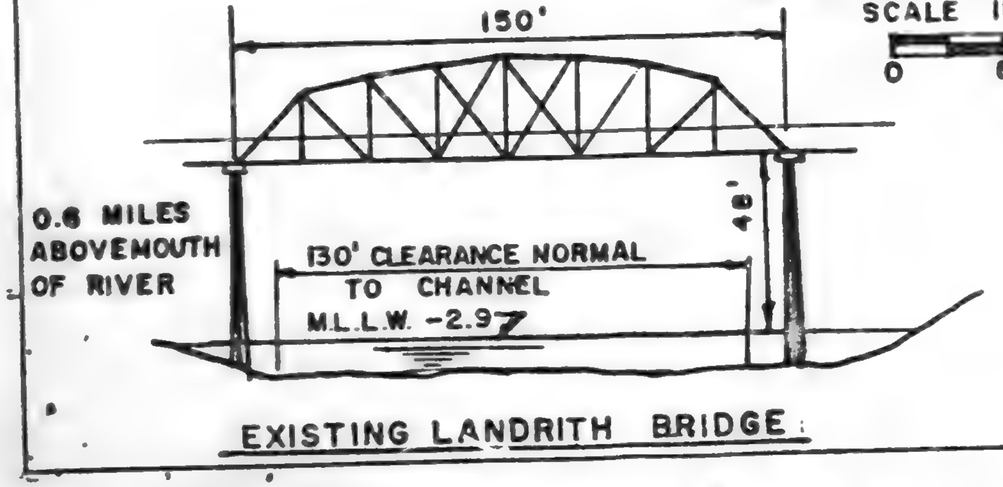
10
11
8
13
10
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.
SOUTH FORK COOS RIVER
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
DANIELS CREEK ROAD
DANIELS CREEK
SCALE IN FEET
0
400
800

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973 SHEET 2 of 3


1000'
90'
180'
6 EQUAL SPANS = 730'
34'0" ROWY.
36'6" O-O
165'
CL. NORMAL TO CH.
EBB
3m.p.h.
FLOOD
1m.p.h.
PLAN
SCALE IN FEET
0
60
120
NORTH
SEC 35, T. 25 S, R 12 W. W.M.
51'
48'
H.W.+15.0 (1964)
H.H.W. 6.8
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
MILES ABOVE MOUTH OF RIVER — 2.2
ELEVATION
SCALE IN FEET
0
60
120


150'
48'
0.6 MILES
ABOVEMOUTH
OF RIVER
130' CLEARANCE NORMAL
TO CHANNEL
M.L.L.W. -2.97

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

8054

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT S. Coos River (Landrith) Bridge
FAS 255
Coos County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located approximately 2.2 river miles upstream from the confluence of the South Fork Coos and Millicoma Rivers in Coos County, Oregon, in Section 35 T. 25S R. 12W. W.M., some 10 miles east of the city of Coos Bay.

The proposal includes plans for construction of a bridge across the South Fork Coos River to connect the Coos River Road on the left bank of the river with the South Fork Coos River Road on the right bank. The proposed new structure will replace the existing Landrith Bridge which is located approximately 0.6 river mile upstream from the confluence of the South Fork Coos and Millicoma Rivers. The new structure will be approximately 1,000 feet in length, 34 feet in roadway width, and will be supported on precast concrete and/or steel girders. Included in the project are approach fills, road connections, and guardrail as required for safety. Coos County will construct the base and wearing surface on the approaches and obtain all necessary right-of-way and easements.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

There will be minimal disruption of traffic during construction, since the existing bridge and roads will remain in service until the project is operational, at which time the County will remove the existing structure.

To make the proposed project effective in the local transportation system, it will be necessary for the County, using its own resources, to upgrade a short section of the Coos River Road. This is the portion between the existing bridge and the proposed site.

PURPOSE OF PROJECT The purpose of this project is to replace an obsolete, narrow bridge with a structure that will meet current design standards and provide greater convenience and safety to the majority of road users.

The new structure will be adequate for the heavy log truck traffic and will provide suitable navigation clearing for tow boats and marine construction equipment.

EXISTING ENVIRONMENTAL SETTING The proposed project is situated in a sparsely settled coastal river valley. The valley floor is a flood plain used principally for pastureland, while steep and heavily wooded hills rise from the valley. The river is tidal for several miles upstream from the project site, substantial log raft traffic exists, and the river supports a limited sports fishery.

The project begins on the Coos River Road, where the river crowds the northwesterly foothills and the road is benched into the hillside. The new structure will cross the river; traverse the flood plain lying on the right bank; and meet the South Fork Coos River Road, which parallels the juncture of the flood plain with the southeasterly foothills.

Four or five land ownerships lie within the project limits. No dwellings, buildings, business or commercial enterprises, parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the project boundaries. The nearest dwelling is located across the South Fork Coos River Road from the southeasterly terminus of the project. No other dwelling or building lies within 300 feet of the proposed structure.

ALTERNATIVES TO THE PROPOSAL Alternate sites for the Landrith Bridge replacement have been considered. These alternates are based on a study made by Oregon Bridge Engineering Company, a consulting firm acting as agent for Coos County.

Circulation of the notice of intent (OMB A-95) has been completed through the State Clearinghouse process. The response indicates concurrence by the Regional Council of Government. A copy of the review form and a letter from the Coos-Curry Council of Government are included with this document.

Alternate 1 (the present proposal) calls for a structure approximately 1.5 miles upstream from the existing Landrith Bridge. The new structure would be approximately 1,000 feet long with short roadway approaches at each end. Since the proposed structure will connect existing roadways on elevated land points, a vertical navigation clearance of 49.5 feet above mean low water will be provided. The grade on the structure will vary from a minimum of 2 percent to a maximum of 4.4 percent. An eighty-foot strip of right-of-way will be required, with the resultant loss of farmland. This private land is currently in pasture use, which is typical of other narrow strips of adjacent flood plain in the community.

Alternate 2 calls for a new structure at the existing bridge site; this structure would consist of a 1,000-foot bridge with its attendant roadway approaches alongside of and immediately upstream from the present structure. In order to maintain a forty-eight-foot vertical clearance above mean low water, it would be necessary to construct the new structure with grades of 8 percent rising from the existing roadways to the center span. Right-of-way requirements and loss of farmland would be virtually the same as Alternate 1.

In Alternate 3, the bridge would be located on the Millicoma River approximately 0.5 mile north of the present Landrith Bridge. The new bridge would be 1,000 feet in length with roadway approaches connecting Landrith Road and the Coos River State Secondary Highway. The structure would have a maximum 6 percent grade and a vertical clearance of forty-eight feet above mean low water. Because of the greater length of roadway to be constructed, more right-of-way would be required and more farmland taken out of production than for either Alternate 1 or 2.

The selected minimum vertical clearance was determined after coordination with local industrial marine representatives.

A fourth alternate would be to repair or partially rebuild the existing bridge and not build a new one. This alternate is not economically feasible; therefore, total replacement is deemed necessary. The cost of the structures is estimated to be the same for the three alternate sites, since each would be approximately 1,000 feet long. The cost of roadway approaches for Alternate 3, because of added length, would be greater than that of Alternate 1 or 2.

The Coos County officials, in order to allow public input into the planning process of the proposed project, conducted an informal and a formal public meeting on February 27, 1973. As a result of the comments and testimony given by the participants and, having considered the engineering data plus the social, economic, and environmental effects of the three alternates, the Coos County Board of Commissioners has selected Alternate Number 1.

In choosing Alternate 1, the County took into consideration the effects of this plan on needs for the future county road system in the area. South Coos River Road is the main log hauling route from the Dellwood area to Coos Bay and vicinity, and, as such, must be developed to a higher standard to meet existing and future traffic needs. The most critical section of this route lies along the northerly bank of the South Coos River and consists of a dangerously narrow winding section of road notched into a steep rock bluff. A bridge constructed at Site 1 would eliminate this section for most of the traffic having an origin or destination upriver from the bridge.

The adoption of Alternate 1 will have a marked effect on the local traffic pattern, as it will shift the river crossing upriver about two miles. By road it will mean a 4-1/2 mile length added to the round trip for those persons using Landrith Road, a two-mile unpaved road adjacent to the Millicoma River.

In contrast, the revised location would reduce the trip approximately a mile for 500 or more vehicles per day using the South Coos River Road. Graphic presentation of this change in local traffic is shown on an attached sketch map. There has been some increase in the traffic volumes since the sketch was drawn. The figures represent the conditions in 1971.

If Alternate 2 were chosen, future road reconstruction along the north bank would cost an estimated $640,000; and if Alternate 3 had been chosen, future road reconstruction in the same area would cost an estimated $920,000. The construction of Alternate 1 will provide for the future reconstruction of only 0.7 mile of road south of the river at an estimated cost of approximately $250,000. It will also provide the greatest service to the largest number of road users by eliminating a dangerous section of road, cutting travel time and distance for the arterial traffic, and providing the most economical method of future road reconstruction.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most notable impacts of the proposal will be the benefits of safety and mobility to the road user. In addition, a reduction in future road improvement and maintenance costs as well as lower road-user costs will be realized by shortening the main traveled route.

The new structure will be rather prominent in the landscape, being 1,000 feet long and crossing the valley at nearly right angles. However, the construction will be of low profile, with long spans and simple lines. It will not impair or obstruct the view for valley residents to any substantial degree. Care will be taken to provide an attractive and durable structure.

The traffic noise levels associated with the existing route will be transferred to the relocated bridge and to that portion of the Coos River Road included in the project area. The latter road presently carries about 200 vehicles daily, which will be increased by at least 500 or more.

However, on the subject section there are no human habitations. One farmstead unit is upriver from the proposed bridge site and would be within the audible range of the new route.

The work requirements for improvement of the above-mentioned road connection will include clearing, grubbing, blasting, and general earthwork associated with road construction. The terrain is relatively rough, of the sidehill sort, with dense brush and timber cover up to the existing narrow shoulders.

Some additional right-of-way will be acquired to accommodate such cut and fill slopes, as will be required in the widening and straightening activity. The County Road Department estimates that about two acres of right-of-way may be acquired.

None of this projected construction will reach the river, and it can be completed without serious disruption to local traffic if it is coordinated with the new bridge work and subsequent dismantling of the existing obsolete structure. The length of the reconstruction work on the Coos River Road would be approximately 3,300 feet.

In connection with the new bridge work only minor brushing and clearing will be required, and care will be taken to keep disturbance of the riverbanks or vegetation to a minimum. The flood plain pastureland will be crossed with a structure of long spans. Filling of the flood plain will be avoided except immediately adjacent to the South Fork Coos River Road, where fills will be placed for a road connection. The character of the area will thus be maintained and maximum use of the pastureland retained, since the right-of-way will be unfenced and access kept open to the land under the structure as long as it remains in one ownership.

No residents will be displaced, nor will any buildings be affected by this project.

The estuary of the Coos River, which includes portions of the South Coos River and the Millicoma River, is recognized as a resource area that has been severely degraded by the influence of industrial and commercial activity. Since the project site under discussion lies within the intertidal zone, the project must be considered to have the potential for temporary impact on the estuarine environment.

Some forms of work, such as the placing of cofferdams and piling and excavation activities, will produce siltation during the construction period. The extent of work at this site is not of large scale, but applicable regulations will be enforced to reduce or eliminate harmful pollution or siltation.

No work will be undertaken during critical periods of fish migration or in flood conditions. All applicable regulations -- Federal, State, and local, concerning erosion control, air pollution, and water quality -- will be observed.

In compliance with existing U.S. Coast Guard requirements, the Coos County Board of Commissioners submitted a request for approval to construct a steel and concrete girder structure at the selected Coos River site.

The minimum vertical clearance for navigation under the proposed structure at MLLW would be equal to the existing structure at the south pier and would exceed the minimum by three feet at the north pier. The horizontal clearance of the proposed structure was 165 feet (measured horizontally to the channel) as compared to 130 feet on the present crossing. The above dimensions are considered to be adequate for all anticipated marine commerce. The present design calls for piers that will be clear of the water surface at mean sea level (0.0').

The proposed design is such as to permit continued use of the waterway, consistent with present and projected future needs, except for temporary restriction of the waterway during construction. However, this restriction will be kept to the minimum practicable.

During construction all work such as pier placement, concrete pouring, and related activities will be carried out in accordance with the existing laws for environmental protection.

BASIS FOR NEGATIVE DECLARATION

The proposed structure is needed to replace an obsolete and badly deteriorated bridge which provides the sole public road access from the Coos Bay region to a large area of land lying between the South Fork Coos River and the Millicoma River; extensive forestry operations and farming and residential lands are within that area. The benefits accruing to the public by providing a safe structure, as well as by reducing future road improvement and maintenance costs, will outweigh any minor damage to the adjacent lands. Detrimental impacts to the local environment, if any, will be negligible.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ____________________ Date 1-22-74
Acty. Division Engineer

SJC:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
R. E. Royer
W. J. Hart
A. Shirley, Jr.

8054

yellow

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 30, 1973

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 434
Coos Bay, Oregon 97420

FROM L. H. Young
Office Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Admin. Dist. No. 7
S. Coos River (Landrith) Bridge, FAS 255
So. Coos River Road
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 2, 1974.

Attachment

BLG:lsk

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only — 1-8] PNRS # — 9] CARD TYPE: — Page One [79

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. H. Young — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. Coos River (Landrith) Bridge, FAS 255 Dist. 7

11 12] PROJECT LOCATION CITY [45: So. Coos River Road — 46] PROJECT LOCATION COUNTY [79: Coos

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

05 12] Construct a reinforced concrete bridge approximately 1,000 feet long with a [71

06 12] 32-foot roadway. Guardrail for the approaches is to be furnished as part of [71

07 12] project. Design and construction engineering is to be done by a consulting [71

08 12] firm (Oregon Bridge Engineering Company). [71

09 12] State to check bridge design and award contract and supervise construction. [71

10 12] (See Remarks) [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
750,000		125,000	125,000		1,000,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 — REGIONAL Yes ☐ 31 No ☐ 32 — LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 2 — 45] YEAR [46: 1974

Form PNRS-1 Page 1

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes XX Date November 30, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 30, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division and Coos County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4

(b) State Representative District(s) Number(s) 48

(c) State Senatorial District(s) Number(s) 24

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

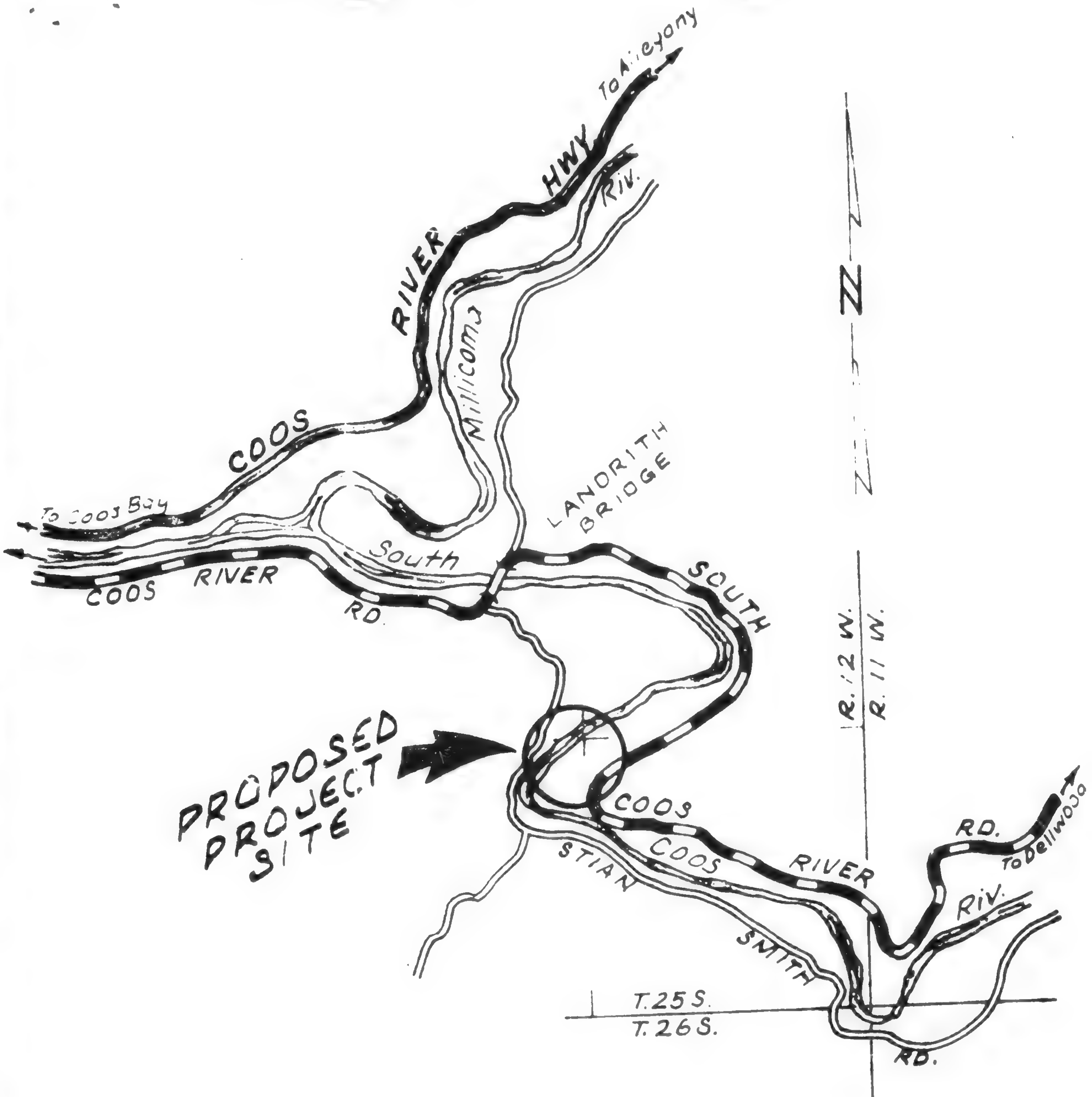
(e) Will accounting [illegible] nt be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

County will construct the approaches and connections, install guardrail and place riprap.

Hearing is necessary.

17(E) The appropriate type of environmental statement will be prepared.


To Allegany
COOS RIVER HWY
Millicoma Riv.
To Coos Bay
LANDRITH BRIDGE
South
COOS RIVER RD.
SOUTH
PROPOSED PROJECT SITE
COOS
COOS RIVER RD.
To Dellwood
Riv.
STIAN
SMITH RD.
N
R.12W.
R.11W.
T.25S.
T.26S.

S. Coos Riv. (LANDRITH) Br. Sect.
S. COOS RIVER RD
Coos County

8054

✓

November 13, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Proposed FAS-C Project

The attached tabulation describes a proposed Federal Aid Secondary project in Coos County. This project is replacing the Landrith Bridge over the S. Coos River on FAS 255. The FAS funds required for this project is estimated to be approximately $1,000,000, of which $125,000 will be the cost to the State. Construction engineering is to be done by a consulting firm.

The project has been investigated and was found to be eligible for the use of FAS funds.

This request will be on the agenda for the November 21 meeting and I recommend your approval.

bc: C. W. Head
George Baldwin
F. B. Klaboe
V. Skoog
R. L. Schroeder
L. H. Young
H. S. Cox
A. F. Shirley
Gary Sund
R. E. Whipps

HR:ljt cm

~~PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
COOS	255	S. Coos River (Landrith) Bridge Section (To be supplemented with future allocations)	$1,000,000	$125,000
		TOTAL NEW PROJECTS	$1,000,000	$125,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	$5,090,000	$4,108,000	$9,198,000
Approved Projects (corrected to date)	5,090,000	872,000	5,962,000
Unprogramed Balance	--	$3,236,000	$3,236,000
Projects ~~Proposed~~ - 11/21/73	--	1,000,000	1,000,000
Unprogramed Balance	--	$2,236,000	$2,236,000

73-d
11/7/73

COOS COUNTY
Proposed Project

FAS 255: S. Coos River (Landrith) Bridge Section; Structure only, ~~$100,000~~ $ 1,000,000

Construct a reinforced concrete bridge approximately 1,000 feet long with a 32-foot roadway. Guardrail for the approaches is to be furnished as part of project. Design and construction engineering is to be done by a consulting firm (Oregon Bridge Engineering Company).

State to check bridge design and award contract and supervise construction.

County will construct the approaches and connections, install guardrail and place riprap.

Hearing is necessary.

NOTE: To be supplemented with future FAS allocations.

73-d
11/7/73

11-2-73

MEMO TO FILES

RE: Landrith Bridge
FAS 255, Coos County

Monday, October 29, 1973, I met with Wally Palmateer, Lonnie Van Elsberg, Frank Rema, and M. R. Moffitt in the Coos County Courthouse to discuss the Landrith Bridge project.

Financing was of prime importance and it was agreed to eliminate all major grading work. The end approaches will be negotiated later and hopefully the County will be able to do this work.

All right-of-way purchase is to be done by State, in name of County, and our negotiators must first receive instructions from the County Board. County will pay for this work.

Right-of-way descriptions will be furnished to State by Oregon Bridge.

County-City Section is to notify Oregon Bridge as soon as the negative environmental declaration has been approved (#9 on list).

County-City Section is to notify Oregon Bridge, by letter, and State right-of-way people, by letter, of County action regarding right-of-way purchase.

Si Cox
Si Cox
County-City Engineer

HSC:mm
11/2/73

cc: W. J. Hart
J. H. Versteeg
Ken Chatwood
Wally Palmateer
Lonnie Van Elsberg
A. Shirley

☑ OE ☑ AE ☑ UE
☒ RPE ☐

8054

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 17, 1973

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-108; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head ✓
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

~~PROPOSED~~ FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane. Structure, grade and pave.	$ 275,000	$34,375
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section. Structure and approaches.	100,000	12,500
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section. Structure, grade and surface.	40,000	5,000
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section. Structure and approaches.	30,000	3,750
		TOTAL NEW PROJECTS	$595,000	$74,375

Copy

CANCELLATION OF PREVIOUSLY APPROVED PROJECT:

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT
COOS	255	Chandler-Landrith Bridge Section. S. Coos River. Grade, base and pave. Transfer of Federal funds - $26,882. $26,882 Federal funds equals $36,000 FAS funds.	$400,000
		TOTAL CANCELLATION	$400,000
		ADJUSTED TOTAL NEW PROJECTS	$195,000

(County [illegible] Landrith Bridge instead of [illegible] roadway.)

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	9,198,000
Approved Projects (corrected to date)	5,090,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

73-c
10/12/73

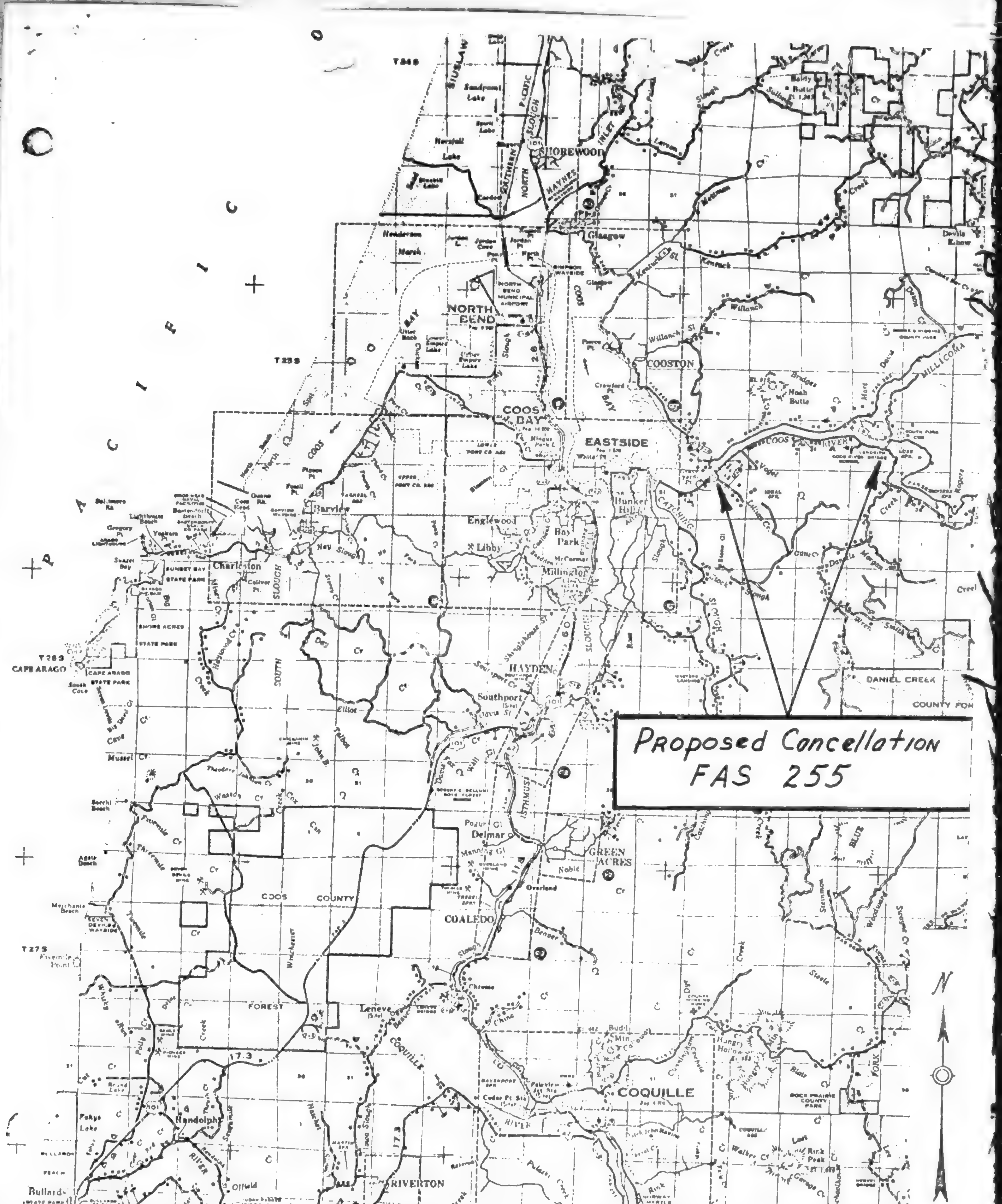
COOS COUNTY
Proposed FAS Cancellation

FAS 255: S. Coos River Road, Chandler-Landrith Bridge Section.
Grade, base and leval. $400,000, 4 miles.

This project was approved by the Highway Commission at the December 17, 1968 meeting. Since then Coos County has determined that it was more important to construct the Landrith Bridge over the Coos River. With this in mind, they are requesting the cancellation of this project so their funds can be used to replace the Landrith Bridge.

The County is also requesting the transfer of County Federal Aid funds in the amount of $26,882 to State Highway Division funds for the reimbursement of engineering costs.

73-c
10/9/73



PACIFIC OCEAN
T24S
T25S
T26S
T27S
R14W
R13W
SHOREWOOD
Glasgow
NORTH BEND
COOSTON
COOS BAY
EASTSIDE
Barview
Charleston
Englewood
Bay Park
Libby
Millington
Bunker Hill
CAPE ARAGO
HAYDEN
Southport
Delmar
GREEN ACRES
COALEDO
Overland
Chrome
Leneve
COQUILLE
Randolph
Bullards
Prosper
Parkersburg
RIVERTON
COOS COUNTY
FOREST
DANIEL CREEK
MILLICOMA
COQUILLE RIVER
N

Proposed Cancellation
FAS 255

COOS COUNTY

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Coos County hereby requests cancellation of the project approved by the State Highway Commission on December 17, 1968 Section of on the Chandler-Landrith Bridge FAS 255.

In order to reimburse State for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Coos County:

☐ A. Encloses a check/warrant in the amount of $ 26,882.00 ; or

☒ B. Authorizes deduction of County Federal funds in the amount of $ 26,882.00 and the transfer of these funds to the Oregon State Highway Commission.

COOS COUNTY

By
Chairman

By
Commissioner

By W. R. Milloy Moffitt
Commissioner

By
Commissioner

By
Commissioner

Date August 23, 1973

8054

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 5, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project S596(1)
Landrith Bridge - South Fork
Coos River

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a "quick" copy of the Coast Guard comments dated August 27, 1973, signed by Stuart S. Beckwith on the draft of the negative environmental statement dated April 16, 1973.

Please incorporate the Coast Guard's comments into the negative statement.

for G. L. Green

NOTED
A. E. JOHNSON

Enclosure

RECEIVED
STATE HWY ENGR
SEP 6 '73
REFER TO
[illegible] TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]
9-7-73

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 571

27 AUG 1973

U. S. Department of Transportation
Federal Highway Administration
Attn: Mr. G. L. Green
Division Engineer
Box 300
Salem, Oregon 97308

Refer to: 10-35.7 X Refs: 090.16/406.15

Gentlemen:

The proposed negative declaration environmental statement for the new Landrith Bridge on South Fork of Coos River has been reviewed. The statement appears to satisfy Coast Guard requirements.

It is suggested in the interest of easier reading that a new paragraph 2 under Location and Description of Project be added along the following lines:

> Requirements: To provide a safe highway crossing of the South Fork Coos River adequate for the heavy log truck traffic and providing adequate navigation clearances for log towing and marine construction equipment.

It is believed this will enable a reader to understand the need for steep highway grades on the alternate locations.

Additionally, it might be advantageous elsewhere in the body to explain the selected vertical clearance was determined after conferences with the marine industry.

The opportunity for early review is appreciated. When the final version is obtained, the Coast Guard will return the letter indicating acceptance.

The permit application is being held in abeyance until the negative declaration has been approved by FHWA. At that time the application will be forwarded to Coast Guard Headquarters in Washington for approval. [illegible] should not exceed 60 days after receipt of negative declaration.

RECEIVED
AUG 29 1973
OREGON DIVISION

Subj: Proposed Landrith Bridge on South Fork of Coos River

Page 6, the last paragraph - the project would reduce the round trip distance 0.92 miles for 500 vehicles per day. The figure of 4,100 miles total savings appears to be a typographical error. Possibly 460 miles (0.92 x 500) was intended.

On page 9, the second paragraph. It is suggested an additional sentence be added to indicate the proposed navigation clearances both horizontal and vertical are adequate for the needs of the marine industry to continue water transportation of logs and marine construction equipment required for log storage in the water.

Sincerely,

STUART S. BECKWITH
Captain, U. S. Coast Guard
Chief, Merchant Marine Safety Division
By direction of the District Commander

8054

DEPARTMENT OF DEFENSE UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

19 July 1973

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Coos River, South Fork, Landrith Bridge Replacement

Gentlemen:

In accordance with your written request dated 17 July 1973, I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to conduct test drilling in the Coos River, South Fork, as shown on the attached drawings.

If the work herein authorized is not completed on or before 31 December 1973 this Letter of Permission, if not previously revoked or specifically extended, shall cease and become null and void.

The Oregon State Highway Division shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency and/or the State of Oregon Department of Environmental Quality having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instructions, in effect or prescribed by the Environmental Protection Agency or State of Oregon Department of Environmental Quality, are hereby made a condition of this Letter of Permission.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

By AJ Heineman
A. J. HEINEMAN
Chief, Navigation Division

7-25-73
cc: Hart
Young

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

8054

July 17, 1973

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Attention: Mr. John Payne

Dear Sir:

This is to request permission to drill test holes at the Landrith Bridge site as shown on the attached maps. We are doing this foundation exploration for Coos County in connection with the design of the new bridge.

We estimate there will be two test holes, one near each bank. The drilling will be done by a small rotary Longyear drill mounted on a 10x20 foot steel barge. The barge will be held in place by cables attached to anchors. Warning flags will be placed on the cables, warning signs will be placed upstream and downstream from the drilling site, and appropriate lights will be placed on the barge.

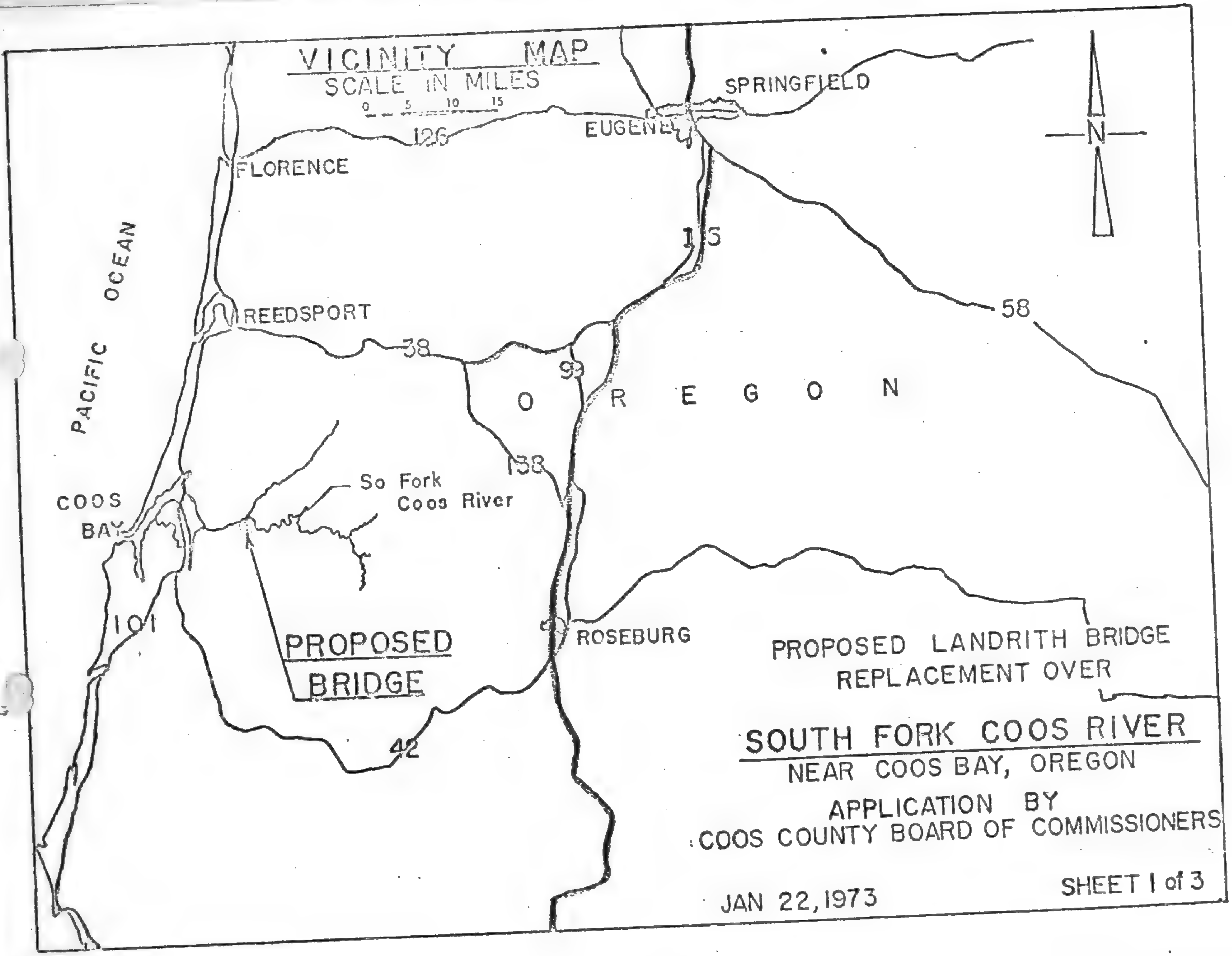
We plan to begin drilling in the river by August 1, 1973 and will be in the river from two to four weeks.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
MAC:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
A. J. Shirley


VICINITY MAP
SCALE IN MILES
0 5 10 15
N
PACIFIC OCEAN
SPRINGFIELD
EUGENE
FLORENCE
126
I 5
58
REEDSPORT
38
99
O R E G O N
138
So Fork
Coos River
COOS
BAY
101
PROPOSED
BRIDGE
42
ROSEBURG

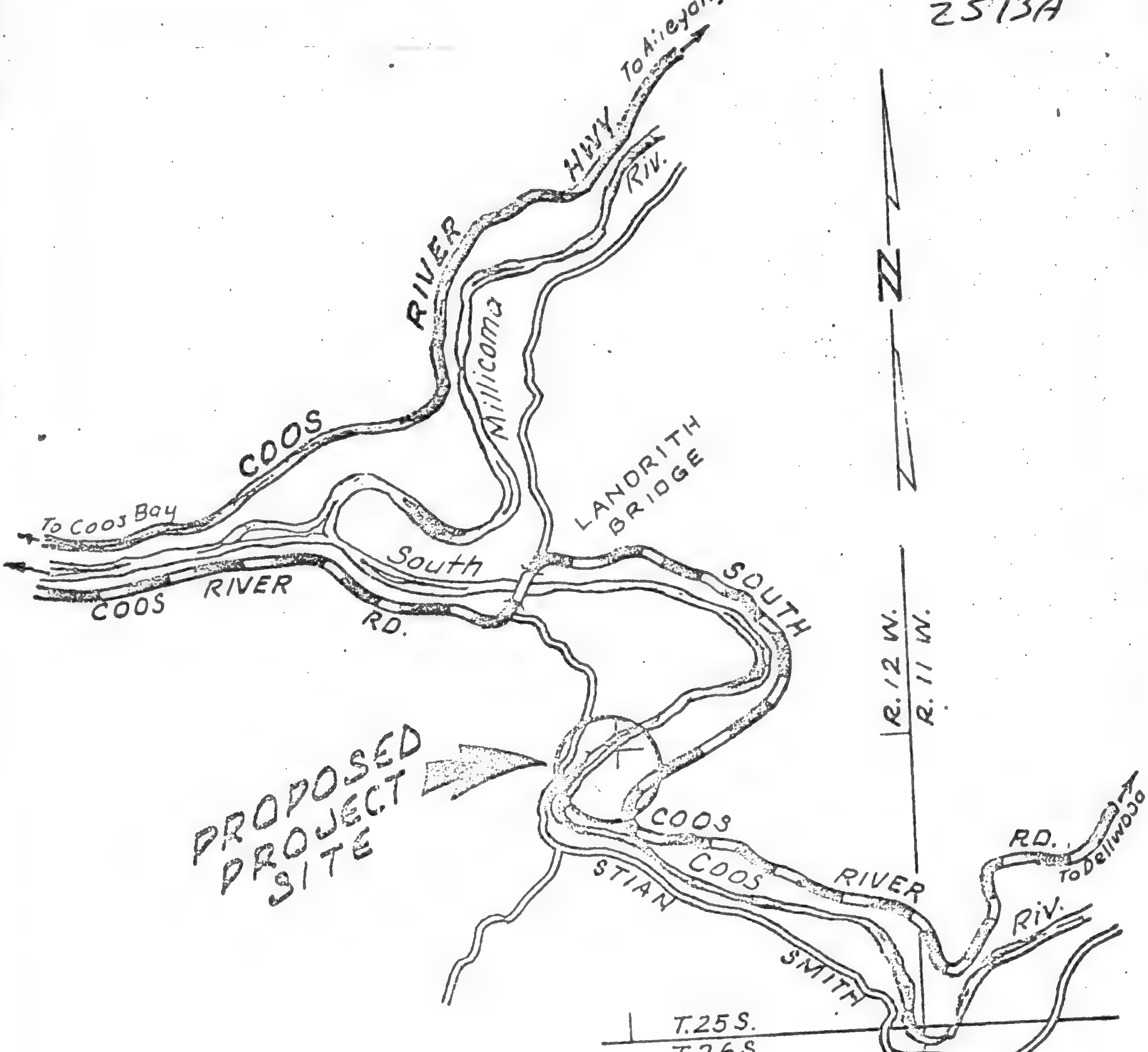
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

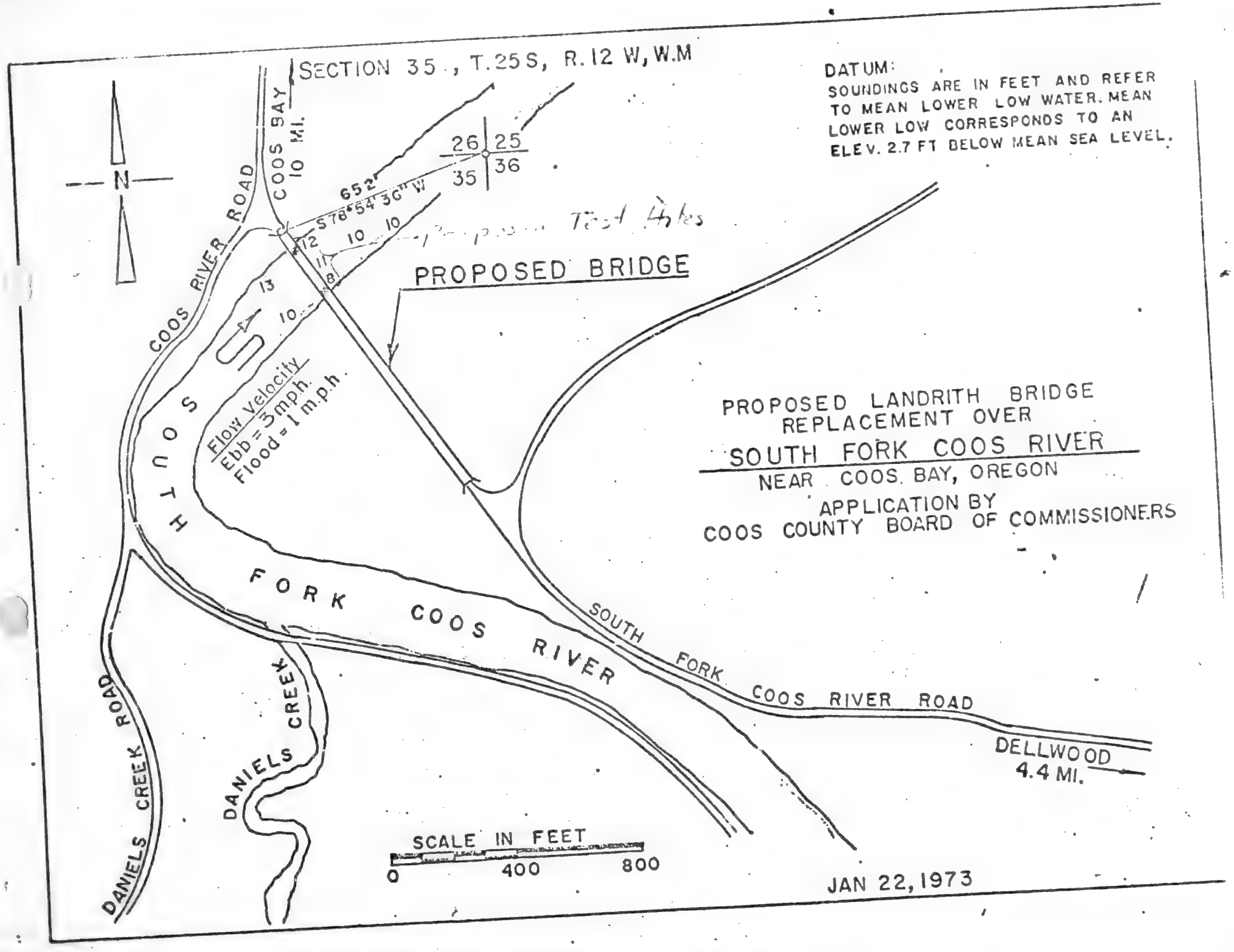
JAN 22, 1973

SHEET 1 of 3

206-1001-906
2513A


To Alleyony
HWY.
RIV.
RIVER
Millicoma
COOS
LANDRITH BRIDGE
To Coos Bay
South
COOS RIVER
RD.
SOUTH
N
R.12 W.
R.11 W.
PROPOSED PROJECT SITE
COOS
COOS
RIVER
RD.
To Dellwood
Riv.
STIAN
SMITH
T.25 S.
T.26 S.
RD.

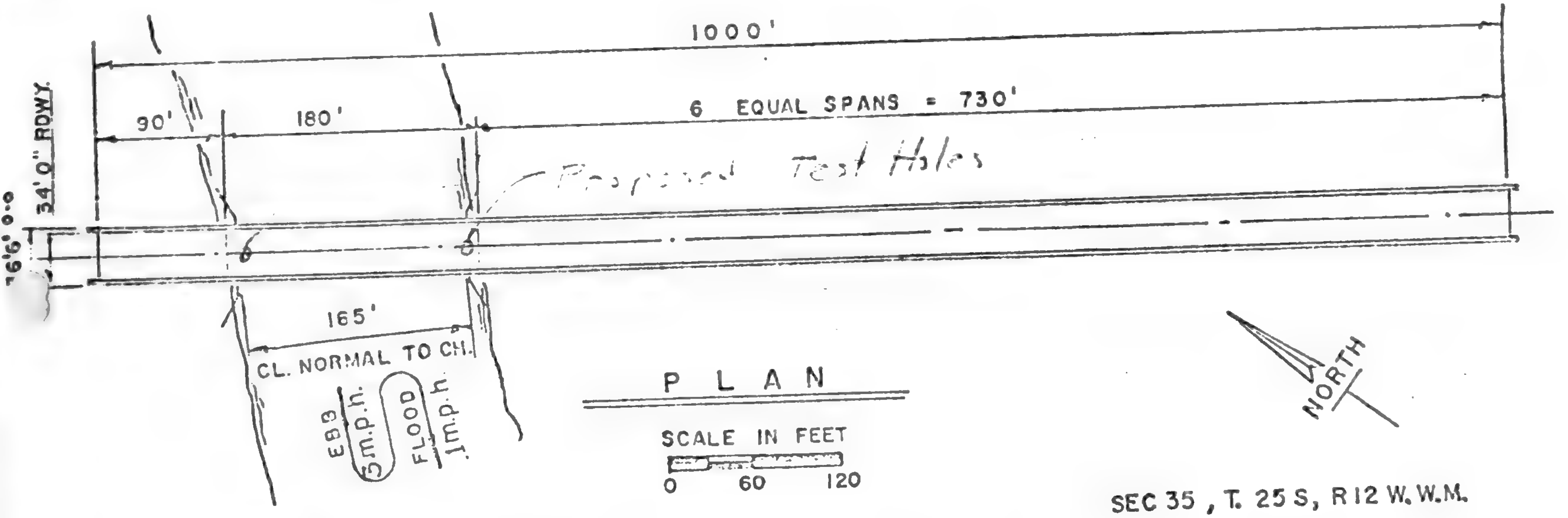
S. Coos Riv. (Landrith) Br. Sect.
S. COOS RIVER RD
Coos County


SECTION 35 , T.25S, R.12 W, W.M
N
COOS BAY
10 MI.
COOS RIVER ROAD
652'
S78°54'36"W
26
25
35
36
12
10
10
11
8
13
10
Proposed Test Holes
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h
SOUTH
FORK
COOS
RIVER
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
DANIELS CREEK ROAD
DANIELS
CREEK
SCALE IN FEET
0
400
800

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

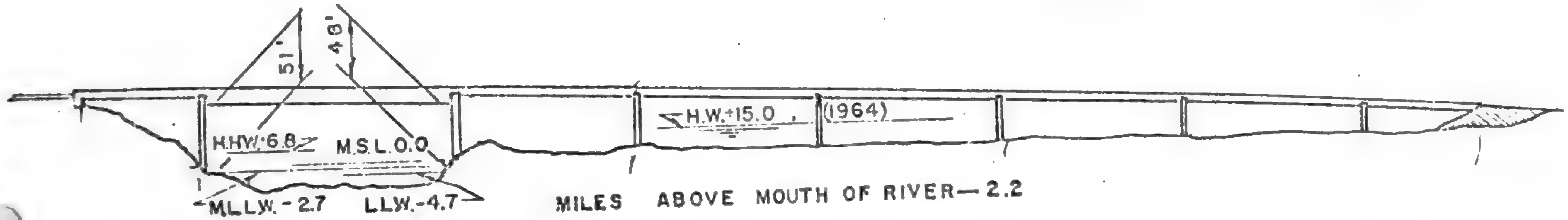
JAN 22, 1973


1000'
6 EQUAL SPANS = 730'
90'
180'
34'0" RDWY.
36'6" o-o
Proposed Test Holes
165'
CL. NORMAL TO CH.
EBB
5 m.p.h.
FLOOD
1 m.p.h.
NORTH

PLAN

SCALE IN FEET
0 60 120

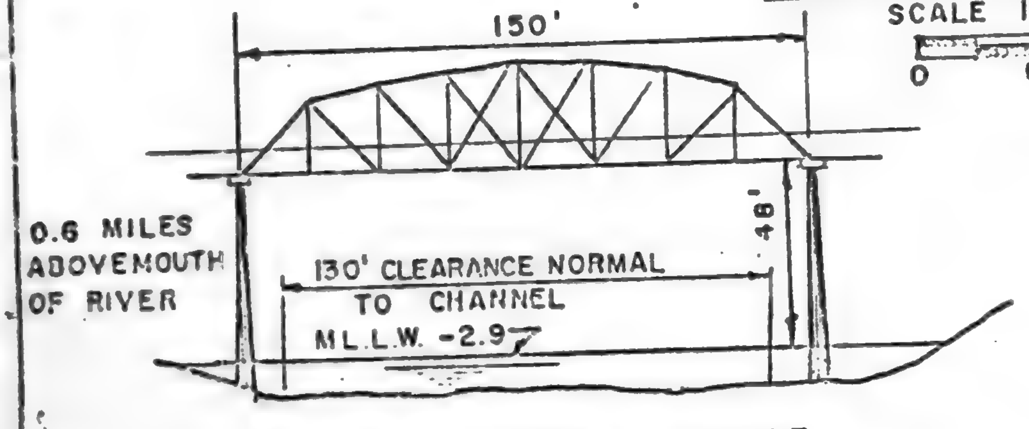
SEC 35, T. 25 S, R 12 W. W.M.


51'
48'
H.HW. 6.8
M.S.L. 0.0
H.W. +15.0 (1964)
MLLW. -2.7
LLW. -4.7

MILES ABOVE MOUTH OF RIVER — 2.2

ELEVATION

SCALE IN FEET
0 60 120


150'
48'
0.6 MILES
ABOVE MOUTH
OF RIVER
130' CLEARANCE NORMAL
TO CHANNEL
ML.L.W. -2.9

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 3 of 3

Fas 226 - Lane
FAS 31-112, Union
" 31-114, "
FAS 255 Coos

OREGON BRIDGE ENGINEERING CO
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
JUN - 4 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

June 1, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Re: South Coos River
Landrith Bridge Section
FAS 255 - Coos County

Dear Mr. Cox:

We have received your letter of May 25th in which the status of design approval is reviewed for the three FAS projects currently under design by our firm.

It appears that we will have the plans, specifications and estimates ready for FAS 226 (Lane County) and FAS 31-112, FAS 31-114 (Union County) in time for the July 26, 1973 bid opening.

✓However, FAS 255 (Landrith, Coos County) is continuing to be of real concern to us, since we have not received approval to proceed with the final design. We understand from your letter that the negative declaration has hit a snag somewhere along the line in the reviewing process.

Was there a neg. [illegible] hearing

✓We would like to schedule the foundation exploration as soon as possible, so that we will be in a position to finish the design, drawings and specifications as soon as the project is approved. Would it be proper to go ahead with the foundation drilling at this time?

6/5/73 Talk to Rew about this. HS

In addition, do you have any word on the status of the Coast Guard Application, or on the availability of FAS funds for the project?

If approval to proceed with design is received within the next 2 or 3 weeks we could probably make a bid date of August 30, 1973 and still have a chance to complete the foundation work prior to the worst of the Fall rains.

We would appreciate very much any information that you can give us, and any special effort that you could possibly make to jar things loose and get us underway on the final design.

Thank you very much for your consideration and for the help that you have already given us on these FAS projects.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Mr. Lonnie Van Elsberg

fas 255
Coos Co

May 30, 1973

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attn: Mr. Lonnie Van Elsberg

Re: Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

Gentlemen:

In a recent telephone conversation with Mr. Don Harwell, you indicated a desire to retain the name plate on the existing Landrith Bridge for possible presentation to the Tom Lillebo family after the bridge is replaced.

Attached for your information are copies of various correspondence regarding the name plate and its preservation.

We trust that you will contact the Lillebo family concerning presentation of the plaque to them.

Construction financing has not been released for this project as of this date.

Very truly yours,

H. S. Cox
H. S. Cox
County and City Engineer

DHH:ljt
Att.

cc: E. S. Hunter
W. J. Hart
A. Shirley
Oregon Bridge Engineering
Attn: Lew Pierce

fas 255
Coos Co.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 29, 1973

Oregon Bridge Engineering Co.
P O Box 72
Springfield, Oregon 94777

Attention Mr. L. F. Pierce

RECEIVED
COUNTY & CITY SECTION
MAY 30 1973
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE. ☑ RE ☒ PPE ☐

Dear Mr. Pierce:

Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

Your letter of May 18, 1973, refers to the name plate on the existing Landrith Bridge and inquires as to its disposition.

The specifications for the project should require the contractor to remove the name plate without damage and furnish it to Coos County.

I understand that Coos County will later present the plaque to the Lillebo family.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
By
R W [illegible]

R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
H. S. Cox
A. Shirley

✓

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 29, 1973

Mr. Bill Lillebo
3100 Longwood Drive
Reedsport, Oregon 97467

Dear Mr. Lillebo:

Landrith Bridge
Coos County
Bridge 2513A
A Name Plate on Existing Structure

My letter of April 19, 1973, stated I would inform you if bridge plaques bearing Mr. Tom Lillebo's name were discovered.

Such a plaque exists on the Landrith Bridge across Coos River in Coos County.

The bridge belongs to Coos County and will shortly be replaced. The County has been contacted relative to disposition of the name plate.

They seem favorable to a presentation of the plaque to you and will contact you soon regarding this matter.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
H. S. Cox
A. Shirley

April 19, 1973

Mr. Bill Lillebo
3100 Longwood Drive
Reedsport, Oregon 97467

Dear Mr. Lillebo:

I have received a copy of your letter of December 29, 1972, to the Federal Highway Administration regarding possible acquisition of a bronze plaque from a highway bridge listing Tom Lillebo as contractor.

As you indicated, such plaques were occasionally installed on structures when they were built to identify the structure, the owner, and the contractor.

We have searched our records for a great number of bridges built by the Tom Lillebo Construction Company, but have found none where a plaque was installed.

Your request will be kept in mind, and if such a plaque is discovered during replacement of an existing structure, you will be notified.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
D. H. Moehring
H S [illegible]

BILL LILLEBO

3100 Longwood Drive
Reedsport, Oregon 97467
(503) 271-2253

December 29, 1972

U. S. Department of Transportation
Federal Highway Administration
610 East Fifth Street
Vancouver, Washington 98661

Gentlemen:

I am an heir of Tom Lillebo, who for many years constructed bridges for the Bureau of Public Roads all over the state of Oregon and into northern California. Some of the bridges he built are now being by-passed, replaced, or re-finished.

Memorabilia of his bridge-building career is of interest to me and his other heirs. If at all possible, we would like to acquire one or more of the bronze plaques which used to be placed on structures and which list the name of Tom Lillebo as contractor. Please let me know how this might be done as these older structures are phased out.

Thank you.

Sincerely,

Bill Lillebo

RECEIVED
JAN 22 1973
BRIDGE DIVISION

Mr. Lew Pierce
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

May 25, 1973

Re: Bridge Replacement Project
Canary Road (Woahink) Bridges
FAS 226
Lane County

Grande Ronde River (Hull & Stanley Lane)
Bridges FAS 31-112 & FAS 31-114
Union County

S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Pierce:

This is to confirm our telephone conversation concerning the status of the design approval for the above projects.

Since the FHWA has no funds in this design and they have approved the 34-foot roadway and the typical section which has a sidewalk on each of the bridges, you are clear to complete the design for these structures. We are preparing the negative declaration and will get design approval prior to programing the construction of the Woahink Bridges with the FHWA.

We have received the approval of the negative declaration and the approval for the design for the two bridges in Union County so you are clear [illegible]ceed with these designs. We are hoping to open bids o[illegible] two structures in July.

The negative declaration for the Landrith Bridge has hit a snag but we hope it will be approved in a couple of weeks. We will inform you as soon as it is approved.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Rural Program Engineer

HR:ljt

☐ ENGR. ✓ ASST. ✓ DE A AE ✓
☑ UFE ✓ CE R FE Z RFE ☐

8054

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 27, 1973

SUBJECT: Landrith Bridge
Proposed Bridge Across
S. Fork Coos River
Near Coos Bay, Oregon

To: H. S. Coulter
Asst. State Highway Engr.
SALEM

The proposed bridge should have no appreciable effect upon the existing Coos River Highway or upon its future development. I feel a reply should be sent to the U. S. Coast Guard indicating we have no objection.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw

3-5-73
Wilson
Prepare letter to Coast Guard indicating no objection and supporting County's application

RECEIVED
MAR 2 1973
Office of
Assistant State Highway Engineer

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 65
2 FEB 1973

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR

Info	Invs	RID	DIR	Sign	Act	File
					✓	

2 [illegible]

1-Cy to

In reply refer to
Proposed bridge across
South Fork Coos River
near Coos Bay, Oregon

PUBLIC NOTICE NO. 73-N-01

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Coos County, Oregon, for approval of plans and location for a bridge across a navigable waterway, as follows:

NOTED
A. E. JOHNSON

WATERWAY AND LOCATION

South Fork Coos River at Mile 2.2, near Coos Bay, Oregon.

CHARACTER OF WORK

Construct a fixed 2-lane highway bridge to provide a new connection between the Coos River Road on the left bank with the South Fork Coos River Road on the right bank. The proposed structure will consist of 8 spans and be 1000 feet in overall length. The navigation span will provide the following clearances:

Horizontal - 165 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW
(3 feet additional clearance at north pier)

The proposed bridge will replace an existing bridge at Mile 0.6 which provides the following clearances:

Horizontal - 130 feet, measured normal to the channel

Vertical - 48 feet at MLLW
38.5 feet at MHHW

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted rests upon the effects of the bridge on navigation and on the human environment. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The State of Oregon, Department of Environmental Quality, has certified that the replacement structure as proposed will not violate applicable water quality standards as called for by Public Law 91-224. The applicant has submitted a draft negative declaration of environmental impact which is on file in this office.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of navigation clearances, and the effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 9 March 1973.

Plans of the proposed bridge are attached.

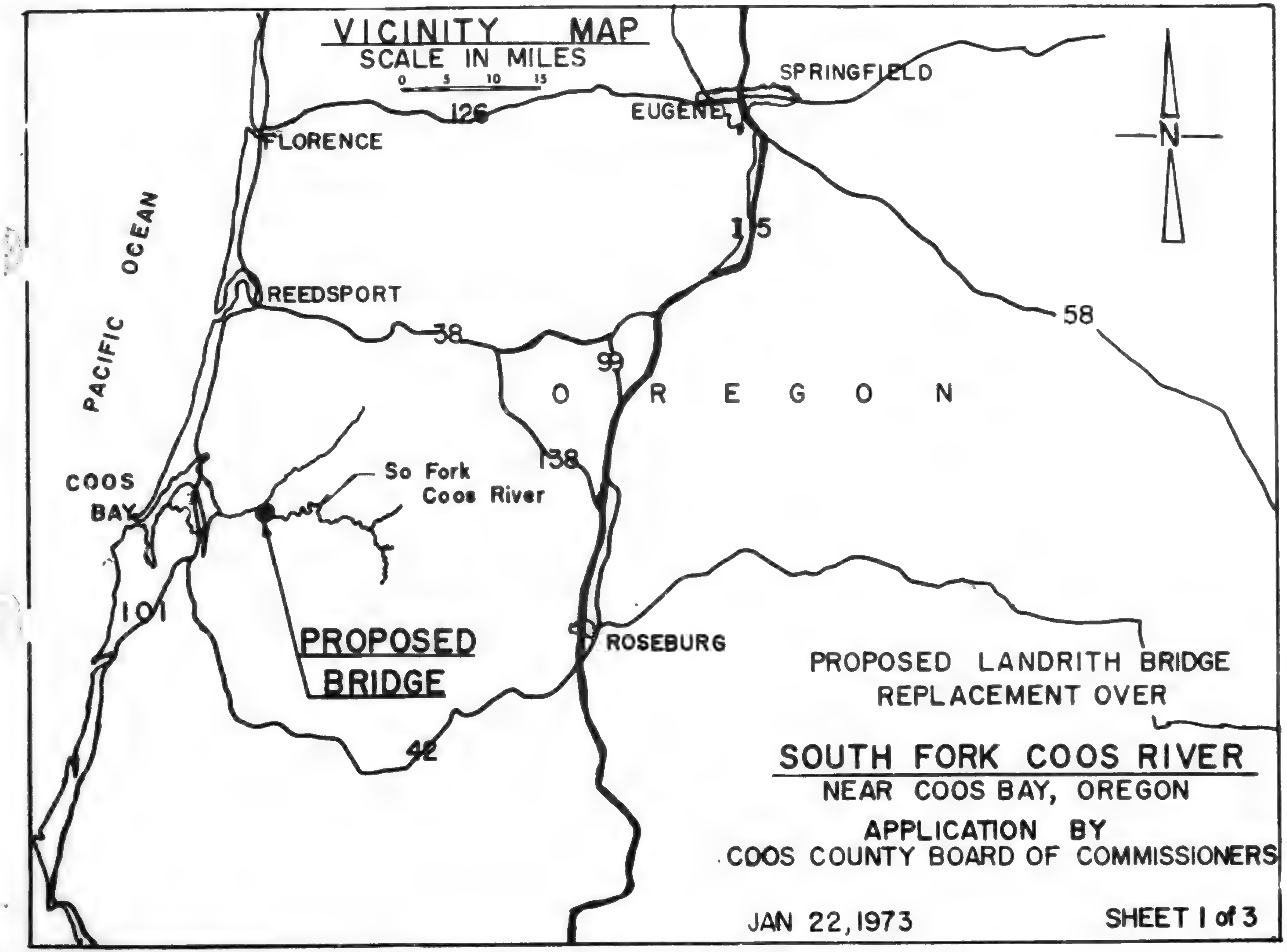
This Notice consists of 2 pages and 3 sets of drawings.

D. A. Webb
D. A. WEBB
Captain, U. S. Coast Guard
Chief of Staff, 13th Coast Guard District

Encl: (1) drawings - 3

VICINITY MAP

SCALE IN MILES


0 5 10 15
N
SPRINGFIELD
EUGENE
126
FLORENCE
PACIFIC OCEAN
15
REEDSPORT
58
38
99
O R E G O N
138
COOS BAY
So Fork Coos River
101
PROPOSED BRIDGE
ROSEBURG
42

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

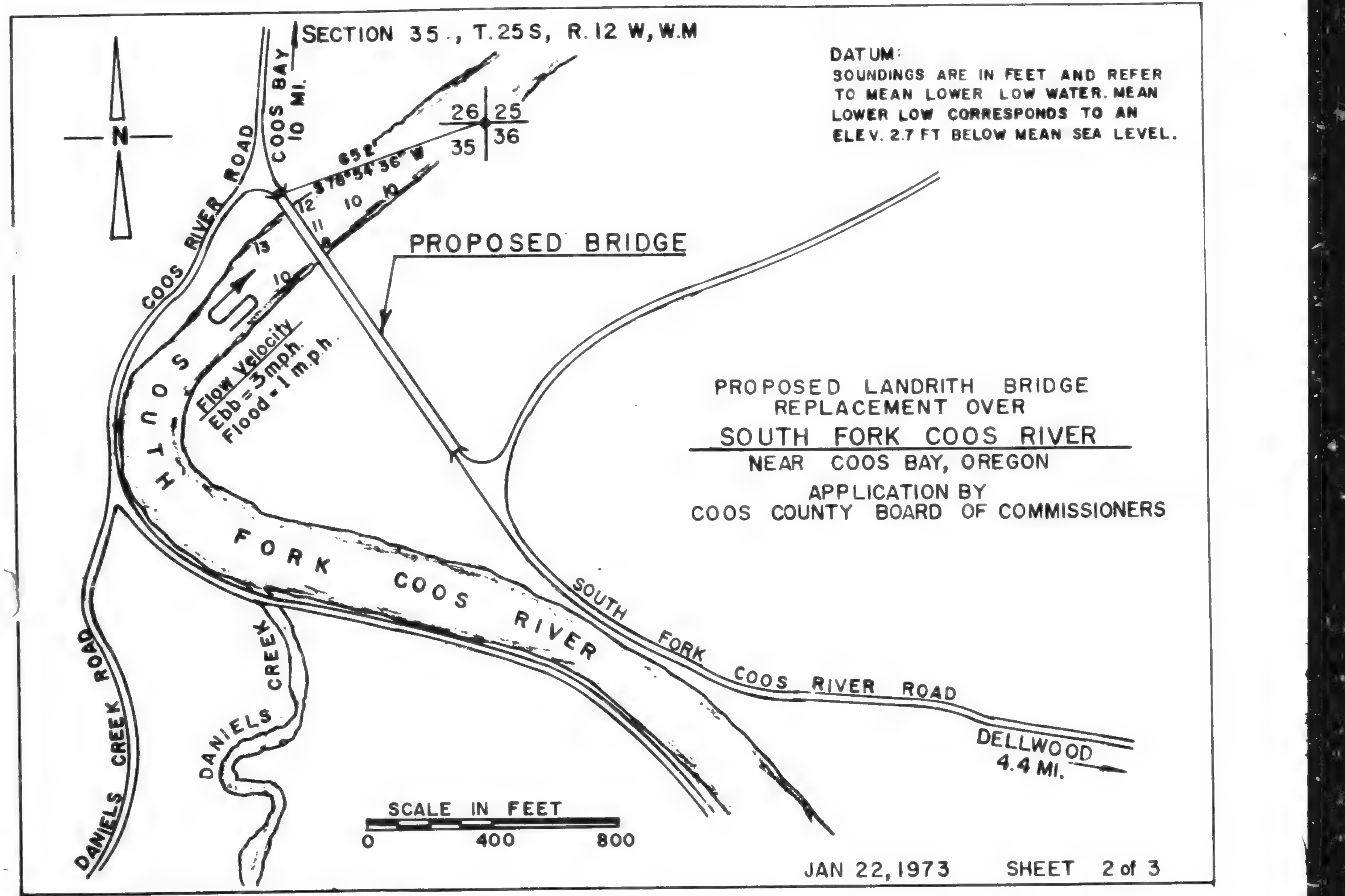
SOUTH FORK COOS RIVER

NEAR COOS BAY, OREGON

APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

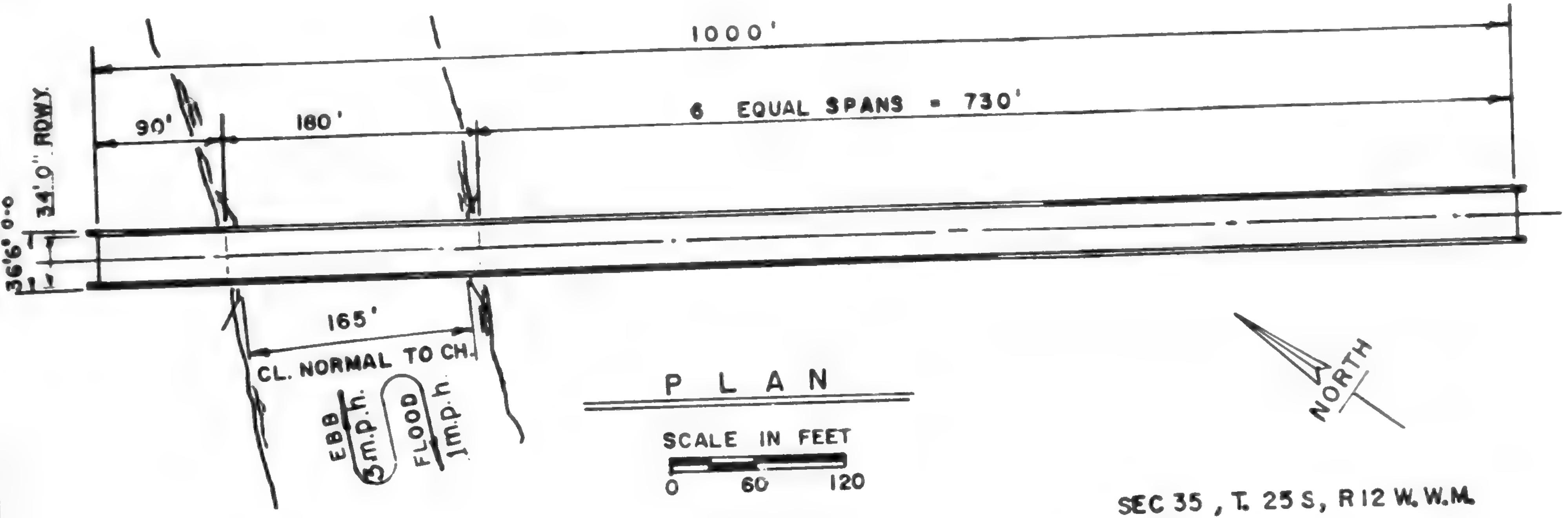
SHEET 1 of 3


SECTION 35, T.25S, R.12 W, W.M
N
COOS BAY
10 MI.
COOS RIVER ROAD
26
25
35
36
652'
S78°54'36"W
12
11
10
10
10
13
10
8
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.
SOUTH FORK COOS RIVER
SOUTH FORK COOS RIVER ROAD
DELLWOOD
4.4 MI.
DANIELS CREEK ROAD
DANIELS CREEK
SCALE IN FEET
0
400
800

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

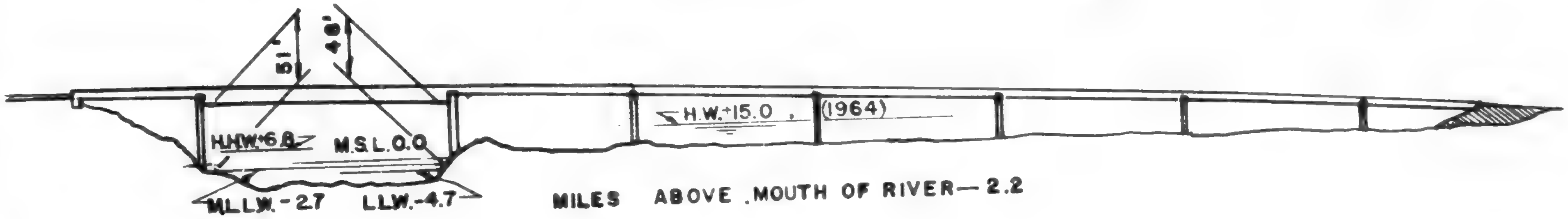
PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973 SHEET 2 of 3

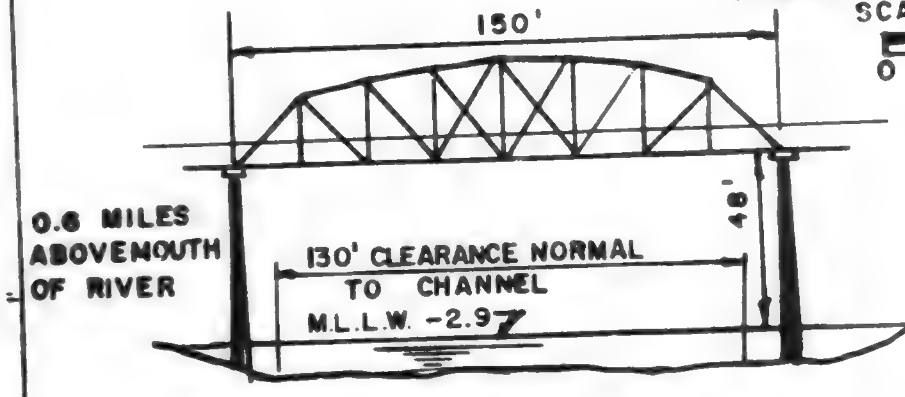

1000'
90'
180'
6 EQUAL SPANS = 730'
34'0" RDWY.
36'6" 0-0
165'
CL. NORMAL TO CH.
EBB
3m.p.h.
FLOOD
1m.p.h.
NORTH
SCALE IN FEET
0
60
120

P L A N

SEC 35, T. 25 S, R 12 W. W. M.


51'
48'
H.H.W.+6.8
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
H.W.+15.0 (1964)
MILES ABOVE MOUTH OF RIVER — 2.2
SCALE IN FEET
0
60
120

E L E V A T I O N


150'
48'
0.6 MILES ABOVEMOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.97

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 3 of 3

EIS
FAS 255
Coos Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
FEB 26 1973
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DATE February 26, 1973

TO H. S. Cox
County and City Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Negative Declaration
South Coos River (Landrith) Bridge
Coos River Road, FAS 255
Coos County

We have reviewed the subject negative declaration and find that it lacks certain discussionary elements that we feel are critical to the project.

A complete discussion of the letter dated August 23, 1972 (copy attached) that expresses the concern of the state agencies regarding this project, particularly with reference to construction of bridge approaches and associated road improvement should be discussed in detail.

The alternatives of road improvement and/or alternate locations for bridge placement should also be discussed.

Assuming project compatibility with these concerns raised, we do conclude that a negative declaration is appropriate.

You will note in the attached FHWA memorandum dated February 20, 1973 that all environmental statements and negative declarations require federal approval in accordance with PPM 90-1 procedure and, as such, negative declarations should be reviewed and approved by FHWA prior to the public hearing.

The Environmental Section recommends that negative declarations be prepared and approved in conjunction with this Section and the Federal Highway Administration prior to any city or county advertising or offering to hold a public hearing. This procedure is a strict interpretation of PPM 90-1, but it provides a clear approach to a determination that a negative declaration is appropriate. This determination then must withstand public scrutiny during the hearing process.

In regard to the Landrith Bridge Section the State Highway Division must make a separate determination as to hearing requirements.

GAP/DRB:lj

✓

Bridge

Box 300
Salem OR 97308

February 23, 1973

10-35.6

Commander (oan)
13th Coast Guard District
618 2nd Avenue
Seattle WA 98104

Attention: Mr. J. E. Shields

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Dear Sir:

Subject: Oregon Project S-596(1)
South Fork Coos River
Landrith Bridge

On January 22, 1973 you were forwarded a copy of the Negative Declaration of the Environmental Statement by the Coos County Board of Commissioners.

Please note there is some discrepancy in the procedural method and approval of the Negative Declaration. Attached is our letter to Mr. George M. Baldwin dated February 20, 1973 to clarify the position of the Federal Highway Administration and our relation to the Coast Guard.

This letter is to inform you that this is a Federal-aid Secondary project and the Federal Highway Administration will be the lead agency.

Sincerely yours,
Original signed by
E. J. Valach
Dist. Engineer
Vernon V. Cusack
Acting Division Engineer

Enclosure

HASchell:cst

cov

RECEIVED
MAR 6 1973
BRIDGE DIVISION

NOTED
R. W. ELLISON

DESIGN BY OREGON BRIDGE fus 255
NOT ON SCHEDULE · P.E. PROJECT ONLY AT THIS TIME.

BEN GIFFORD Coos Co

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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DAN CALLAGHAN, Chairman
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JOHN W. McKEAN
State Game Director

February 22, 1973

Hall
A. Olson
[illegible]
[illegible]
Copy [illegible]
R. Olson
[illegible] VF

RECEIVED
FEB 23 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Other

Copy to Br. Sec.

Mr. L. F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

This is in reply to your letter of January 30, 1973, relative to the Landrith Bridge construction on South Fork Coos River. We have already received a copy of the recommendations of the Fish Commission of Oregon and concur with their remarks.

Following are the comments of our district biologist in the area:

> Construction of a replacement bridge for the Landrith Bridge spanning South Coos River should have no particular impact on the fishery resources of the area. The proposed bridge site is near the lower end of the shad and striped bass spawning area. These fish spawn in the area from about February to June. So long as care is taken to prevent water turbidities during construction of footings, etc., the impact to the fisheries should be negligible.
>
> We feel that we should explore the possibility of using a portion of the bridge right-of-way property to develop a boat launching facility. That section of the river does need such a facility. Previous attempts to obtain a site in the vicinity have been futile. Perhaps negotiations with Coos County during the early planning stages could possibly result in a little extra land or a design consideration which would provide a feasible launching facility.

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FEB 27 1973
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NOTED
R. W. ELLISON

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FEB 26 1973
BRIDGE DIVISION

By copy of this letter to Coos County and to our Lands Division, perhaps something can be worked out on a boat launching facility in connection with the project. Our Lands Division representative will contact Coos County to see what can be resolved.

We appreciate the opportunity to offer comments on this project.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Frank Hall, OSHD, Salem ✓
Lonnie Van Elsberg, Coos Co. Commissioner
Mel Cummings, OSGC/w. enc.

RECEIVED
FEB 26 1973
BRIDGE DIVISION

80-4

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 20, 1973

In reply refer to: 10-35-EC/
X 090.16
X 406.15

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-596(1)
South Fork Coos River
Landrith Bridge Section
FAS 255, Coos County

RECEIVED
STATE HWY ENGR
FEB 21 '73
REFER TO
FOR
Info
Inves
R/D
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We have recently reviewed a legal notice of hearing and a January 23, 1973 submission from the Coos County Board of Commissioners to the Coast Guard pertaining to the above project. Further discussion with your County-City Section discloses an apparent misunderstanding regarding the applicability of PPM 90-1, Environmental Impact and Related Statements, to projects that will be constructed under the Secondary Road Plan. It is therefore considered necessary to reemphasize our policy in this area.

While it is stated in Paragraph 4c of PPM 20-5 dated August 15, 1972, that no other PPMs, IMs, etc. apply to projects administered under an approved Secondary Road Plan Paragraph 6q of PPM 90-1 dated September 7, 1972, states that all Environmental Impact Statements and Negative Declarations require Federal approval in accordance with the PPM 90-1 detailed procedure, even though the State may have the responsibility for location/design approval under a Secondary Road Plan.

Based on the latter reference the same policy as used on other Federal-aid projects will apply on FAS-C projects for the submittal and approval of all Environmental Impact Statements or Negative Declarations. This includes having these statements reviewed and approved by FHWA prior to being made available at a public hearing.

This is doubly important in those cases where Coast Guard permits may be required. Under a recently approved Memorandum of Understanding between the Coast Guard and FHWA the Coast Guard requires the receipt of a Federally approved Environmental Impact Statement or Negative Declaration to relieve them of the responsibility of preparing one. All of this, of course, must be accomplished prior to their considering issuing a permit.

NOTED
R. L. SCHROEDER

RECEIVED
FEB 22 1973

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Consequently the Environmental Statement for the subject project attached to the County's letter to the Coast Guard is not a valid statement, since it has not been reviewed and approved by FHWA. The County may wish to postpone their hearing scheduled for February 27, 1973, pending preparation and approval of an environmental statement.

We would be pleased to discuss this further to clarify any specific points or simplify procedures.

fas 255
Coos Co

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 12, 1973

RECEIVED
COUNTY & CITY SECTION
FEB 13 1973
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. L. F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, OR 97477

Dear Mr. Pierce:

Alternate Alignments
South Coos River
Landrith Bridge Section

We have reviewed the two alternate alignments for the proposed Landrith Bridge. These alternates were also reviewed by our Design Section and City-County Section. It is the consensus that the Alternate B alignment would be more desirable.

Alternate A, the basic tangent or lower speed alternate, would be adequate under the present conditions. The 25 - 30 mile per hour design speed would be acceptable for conditions as they now exist. Looking ahead at the possibility of the road being improved in the future, the higher design speed of Alternate B would be preferred.

The degree of curve super and design speed as set forth in your letter are compatible with our design practice. We do not feel that there is enough traffic coming from the Daniel Creek area to present a major problem at the intersection at the north end of the bridge. Attention should be given to the type of railing used and any possible problem with sight distance at the north end of the structure.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
W. J. HART

WJH:dh

cc H. S. Cox /w/ encl.

FAS 255
Coos Co.

February 12, 1973

Mr. John H. Quiner, II
Chief Construction Engineer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

Dear John,

We have reviewed your engineer's description of the Landrith Bridge Section and it appears that you have done an excellent work-up.

Our only comment would be that you give a definite understanding that the proposed project is for a new structure and its approach connections only, and that the construction or reconstruction of any county roads in connection with the three alternates would have to be a future consideration by the County if and when warrented.

Thank you for sending us a copy of your project description and if we can be of further assistance please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Copies to Walt Hart
[illegible]
Commission
Region 3

☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Hearing/Fas 255
Coos Co.

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS
DESIGN & CONSTRUCTION
ENGINEERING
P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

February 7, 1973

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

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FEB 8 - 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Attention: Bob Prange

RE: Landrith Bridge Section
Engineer's Description for Hearing

Dear Bob:

I am enclosing herewith a copy of the Engineer's Description of the Landrith Bridge Section, together with a small version of the Hearing Map that will be used at the Hearing.

As I discussed with you yesterday, I would appreciate your comments and suggestions for improving my Engineer's Description, (don't be too hard on me). Thank you for all your help.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

John H. Quiner II
Chief Construction Engineer

JHQ:seb
Enclosures (2)

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COUNTY & CITY SECTION
FEB 8 - 1973
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ENGINEER'S DESCRIPTION

LANDRITH BRIDGE SECTION

CORRIDOR - DESIGN HEARING

The purpose of this proposed project is to replace the existing Landrith Bridge with a new structure. There are three possible alternates that are being considered for the new structure. At this time it is proposed to construct only the structure, and the alternates shown on the Hearing Map are presented so that a comparison can be made between the three bridge sites.

ALTERNATE NO. 1

Referring to the Hearing Map, the red line is Alternate No. 1. The Westerly end of Alternate No. 1 is at the Northwesterly end of the existing Landrith Bridge, which is some 10 miles East of the City of Coos Bay and its junction with the South Coos River Road. At this point it follows the existing South Coos River Road for approximately 0.7 miles where it turns Southeasterly across the South Fork Coos River to its connection with the Coos River Road. This point is the Southeasterly end of the project which is opposite Daniels Creek on the Rood property. This Alternate has an overall length of 0.9 miles.

During 1971 the average daily traffic for this section was 200 vehicles per day and over the existing Landrith Bridge 530 vehicles per day. If this alternate is constructed the average daily traffic would be 730 vehicles per day with a projected 1991 traffic of 1240 vehicles per day. This would in turn reduce the average daily traffic on Alternate No. 2 from 500 to 30 vehicles per day.

The alignment will follow the existing road from Landrith Bridge to the proposed site of the new structure where it leaves the existing

The alignment would then follow the existing Coos River Road to the Southeasterly end opposite Daniels Creek.

The proposed structure would be 2-11 foot lanes with 6 foot shoulders for a deck width of 34 feet. The overall length will be approximately 1,000 feet. The structure would span the South Fork Coos River with a 150 foot main span with a vertical clearance of 48 feet from Mean Low Low Water.

The cost of this structure is estimated to be $748,000., with the improvement of the road being done by the County at an estimated cost of $637,200., with the total comparative cost of Alternate No. 2 of $1,385,200.

ALTERNATE NO. 3

Referring to the Hearing Map the yellow line is Alternate No. 3. The Westerly end of Alternate No. 3 connects to the Coos River Highway No. 241 at M.P.7.45 just Easterly of Mart Davis Creek. From this point there are long reversing curves over the Millicoma River to a connection with the farm road on the left bank of the Millicoma River. The grade of the proposed structure will be approximately 6 percent. Then along the farm road to its junction with the Coos River Road, near the Northerly end of the existing Landrith Bridge. Then along the existing Coos River Road to the Southeasterly end of the project opposite Daniels Creek. This Alternate has an overall length of 2.6 miles.

During 1971, the average daily traffic for this section of the Coos River Road was 430 vehicles per day. If this corridor is constructed the average daily traffic would be 530 vehicles over the structure with a projected 1991 traffic of 875 vehicles per day.

The proposed structure would be 2-11 foot lanes with 6 foot shoulders

Fas 255
Coos Co

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

1069 STATE OFFICE BLDG. • PORTLAND, OREGON • 97201 • Phone (503) 229-5580

TOM McCALL
GOVERNOR

STATE GEOLOGIST
RAYMOND E. CORCORAN

GOVERNING BOARD
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DONALD G. McGREGOR
Grants Pass

• • •

FIELD OFFICES
2033 First Street
Baker 97814

521 N.E. "E" Street
P.O. Box 417
Grants Pass 97526

February 6, 1973

Mr. L.F. Pierce, Chief Design Engineer
Oregon Bridge Engineering Company
P.O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

I sent a copy of your letter of January 23, concerning the Landrith Bridge over the South Coos River, to Mr. H.G. Schlicker, our engineering geologist.

According to Mr. Schlicker, the geological maps show that the bridge is to be constructed over recent alluvium but the abutments will be sited on the massive sandstones of the Tyee formation. The younger finer-grained sediments of the Coaledo formation appear to be situated west of the construction site. Mr. Schlicker therefore concludes "I see no geological reasons that the bridge cannot be located here."

If you have any further questions, please feel free to write to me again.

Sincerely yours,

Raymond E. Corcoran
State Geologist

REC:jr
cc Lonnie Van Elsberg
cc W. J. Hart
cc H. S. Cox

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COUNTY & CITY SECTION
FEB 7 - 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

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DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

E. J. Weathersbee
Acting Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

January 25, 1973

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COUNTY & CITY SECTION
JAN 30 1973
☐ ENGR. ☑ CJOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. L. F. Pierce
Chief Design Engineer
OREGON BRIDGE ENGINEERING CO.
P. O. Box 72
Springfield, Oregon 97477

Dear Mr. Pierce:

This is in response to your letter of January 11, 1973, and subsequent telephone communication with Mr. Glen Carter from the Department of Environmental Quality on January 19, 1973, regarding a replacement structure for the Landrith Bridge over the South Fork Coos River.

The Department of Environmental Quality recognizes the dire necessity for replacing the dangerously inadequate Landrith Bridge, and hereby preliminarily certifies that the replacement structure as proposed will not violate applicable water quality standards. This certification is given with the requirement that all in-water construction activities must be coordinated with and approved by the Oregon Game Commission and Fish Commission of Oregon before construction begins.

The Department of Environmental Quality reserves the right to intervene at any time should adverse water quality conditions develop during the construction phase.

Very truly yours,

EJWeathersbee

E. J. Weathersbee
Acting Director

GDC:ak

cc: Fish Commission
cc: Game Commission
cc: EPA
cc: Division State Lands
cc: Corps of Engineers
cc: U. S. Coast Guard
cc: J. R. Sheetz, Roseburg District Office

Jan 255
Coos Co

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 23, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 24 1973
☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ SE ☒ RE ☑ RPE ☐

Geology and Mineral Industries
1400 S.W. 5th
Portland, Oregon 97200

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary environmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

How?

Construction is scheduled for July 1973. Our proposed design will span the river channel and the piers on the banks are planned to be constructed within cofferdams. A trestle structure will cross the flood plain with only minimum approach fills at the road connections.

We would appreciate any comments that you might have that would influence the design or construction of the bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP;seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 23, 1973

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COUNTY & CITY SECTION
JAN 24 1973
☐ ENGR. ☑ COOR. ☐ GE ☒ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

State Department of Soil & Water Conservation
State Agriculture Building
Salem, Oregon 97301

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

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Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. P. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 23, 1973

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COUNTY & CITY SECTION
JAN 24 1973
☐ ENGR. ☑ COOR. ☐ GE A ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

State Water Resources
1158 Chemeketa N. E.
Salem, Oregon 97301

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

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Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BOARD OF COMMISSIONERS

County of Coos

State of Oregon

1-22-73

In the Matter of the Construction of Landrith Bridge) RESOLUTION

WHEREAS: Coos County has exclusive jurisdiction and control over that road known as Coos River Route which crosses the Coos River at Landrith Bridge;

WHEREAS: Investigation and examination by the County Roadmaster and the State Highway Department indicate the necessity to construct a new bridge replacing the existing Landrith Bridge;

WHEREAS: This Board invested with the authority to erect or repair all public bridges upon roads within the County under the jurisdiction of this Board pursuant to ORS 203.120 (4);

IT IS THEREFORE HEREBY RESOLVED THAT Coos County intends to construct a new bridge over Coos River on the South Coos River Route to replace the existing Landrith Bridge.

DATED AT COQUILLE, OREGON this 22nd day of JANUARY, 1973.

BOARD OF COMMISSIONERS

Donnie Van Elberg
Chairman

Commissioner

M. R. Micky Moffitt
Commissioner

Approved as to form:

J.O. Lesa
County Counsel

State of Oregon

1-22-73

In the Matter of the Construction of Landrith Bridge) RESOLUTION

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DATED AT COQUILLE, OREGON this 22nd day of JANUARY, 1973.

BOARD OF COMMISSIONERS

Donnie Van Elberg
Chairman

Commissioner

M. R. Micky Moffitt
Commissioner

Approved as to form:

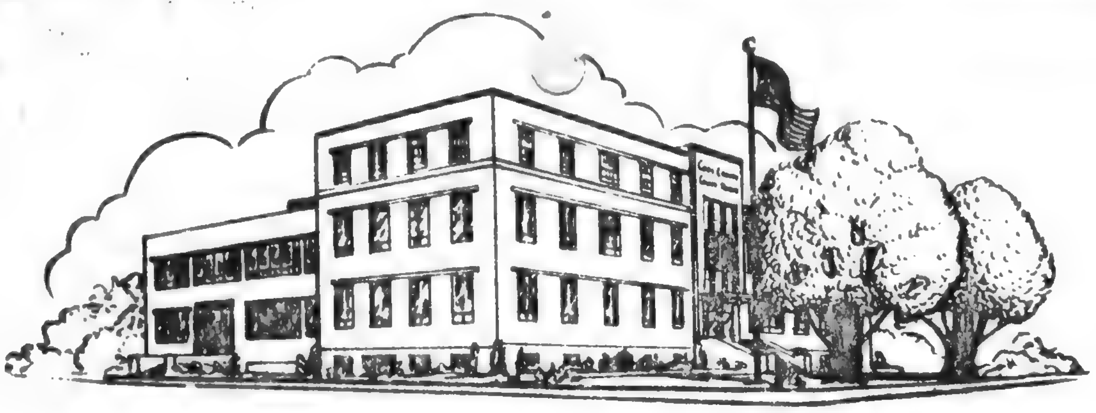
County Counsel

RESOLUTION - 1

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



January 22, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Commander
Thirteenth Coast Guard District
618 2nd Avenue
Seattle, Washington 98104

Attention: Chief, Aids to Navigation Branch

RE: Oregon Project S-596 (1)
South Fork Coos River
Landrith Bridge Section
FAS 255, Coos County

Dear Sir:

Application is made herewith for the approval of the United States Coast Guard under the Department of Transportation to construct a steel girder and concrete girder bridge across the South Fork Coos River in the Vicinity of Coos Bay, Oregon, in accordance with the enclosed plans. The original and three copies of the plans are enclosed.

Also enclosed is a draft of "Negative Declaration, Environmental Impact Statement". A copy of the final impact statement will be forwarded to your office after the corridor and design hearing is held. A copy of the hearing notice is enclosed for your information.

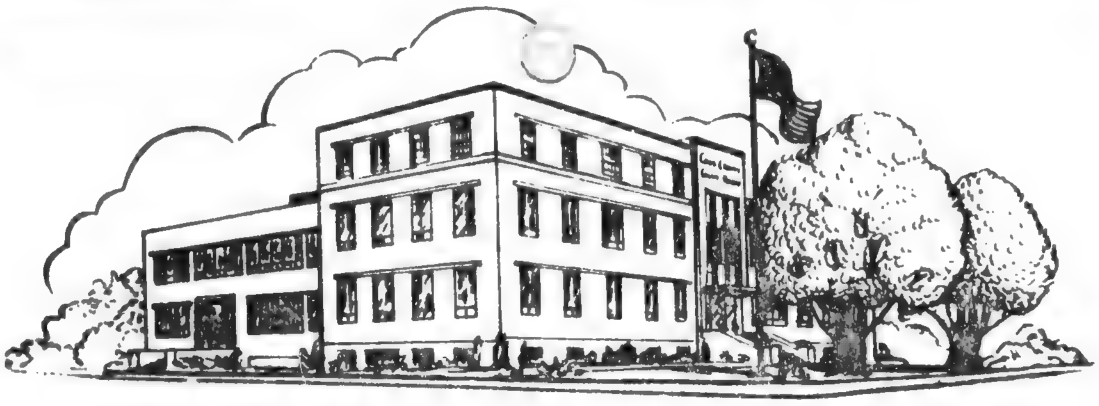
The cost of the proposed structure is estimated at $748,000 exclusive of engineering, contingencies, right-of-way, existing bridge removal, or approach roadway costs. It is anticipated that construction will start on this project in July, 1973.

Application has been made to the Oregon Department of Environmental Quality for a certificate of compliance to the Water Quality Improvement Act of 1970 (PL 91-224). A copy of their letter of reply is enclosed.

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



Page 2.

The legal authority for the construction is shown by the enclosed form, Resolution.

It would be sincerely appreciated if special effort could be made to expedite the review of this project, since the existing structure is in very poor condition structurally, as well as being dangerously lacking in horizontal and vertical clearance. It has been necessary for the County to furnish a full time watchman at the existing bridge for the purpose of preventing further damage to the bridge by overheight or overloaded trucks.

Very truly yours,

BOARD OF COMMISSIONERS

Lonnie Van Elsberg
Chairman

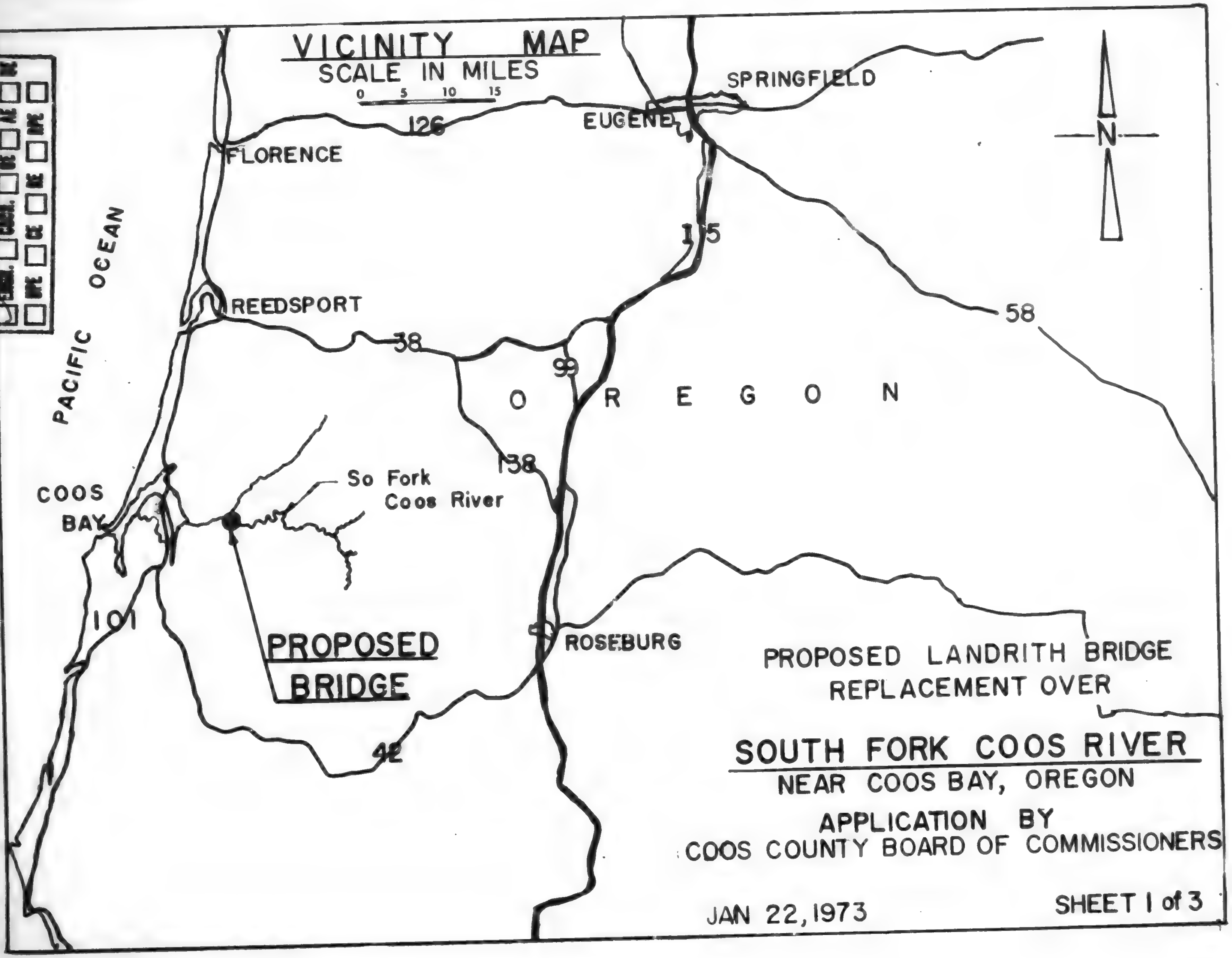
Commissioner

M. R. Mickey Moffitt
Commissioner

sv
cc: Oregon Bridge Engineering Co.
H. S. Cox
W. J. Hart

Copies to: Herb Schell
Glenn Hossner
Region 3

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ DPE ☐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OREGON
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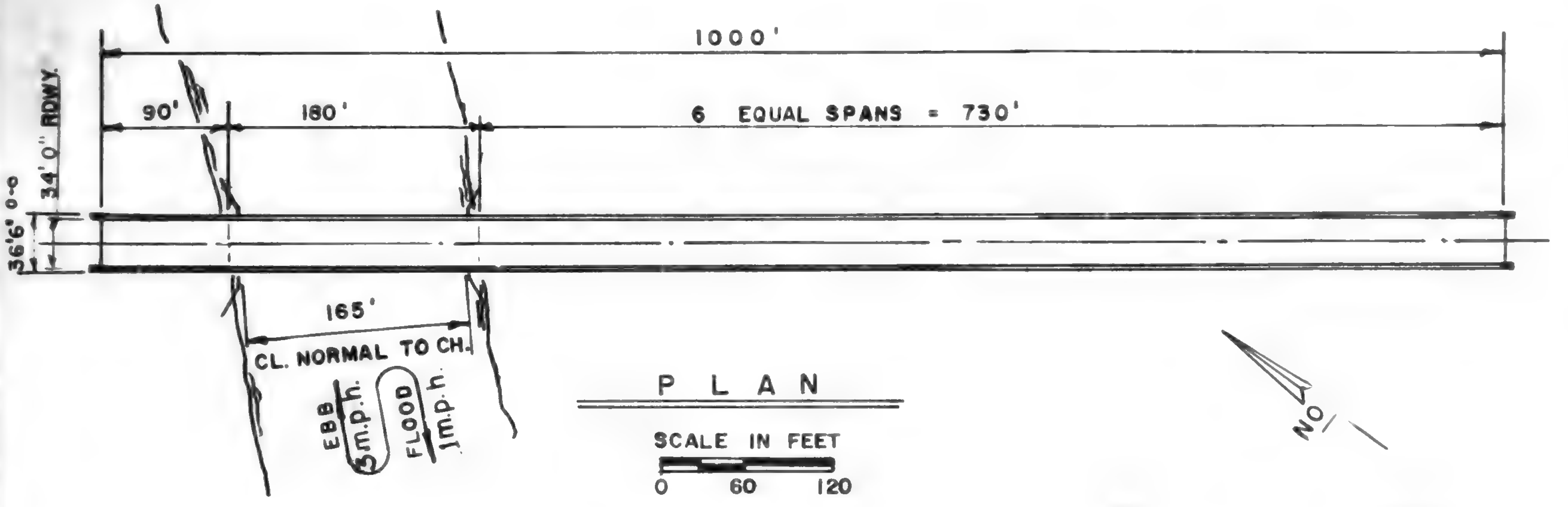
So Fork Coos River
COOS BAY
101
PROPOSED BRIDGE
ROSEBURG
42

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER

SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3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NO

PLAN

SCALE IN FEET
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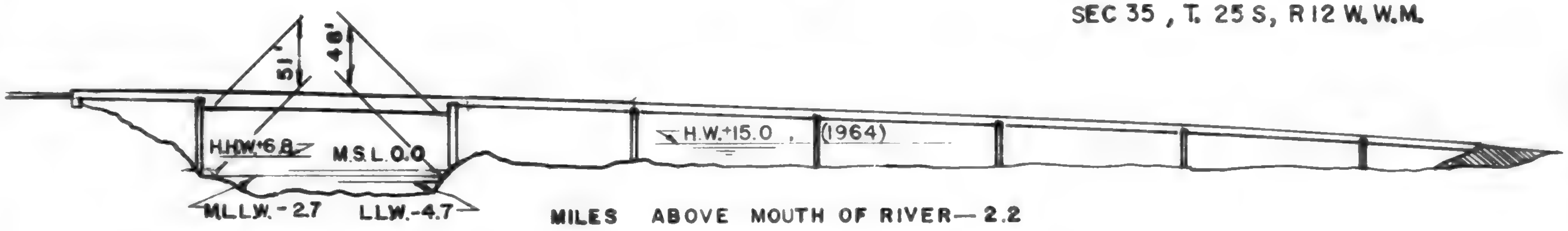
SEC 35, T. 25 S, R 12 W. W.M.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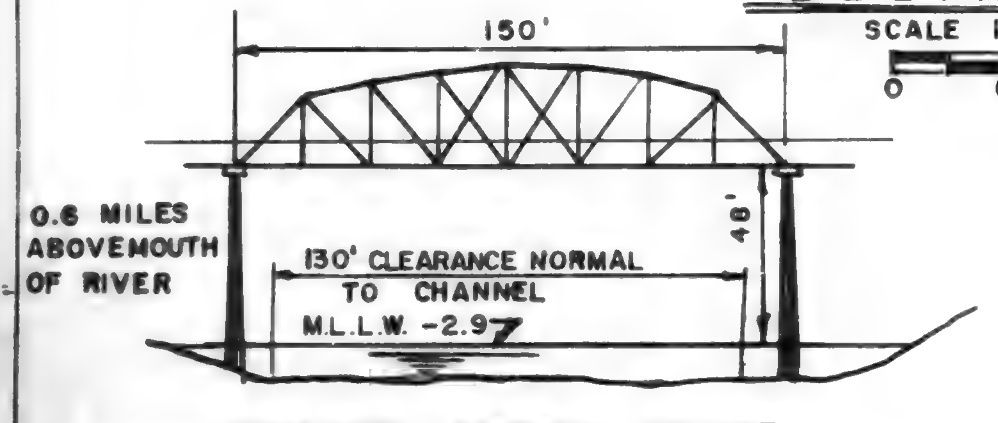
H.H.W. 6.8
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
H.W. +15.0, (1964)

MILES ABOVE MOUTH OF RIVER — 2.2

ELEVATION

SCALE IN FEET
0 60 120


150'
48'
0.6 MILES ABOVE MOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.9

EXISTING LANDRITH BRIDGE

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973 SHEET 3 of 3

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

January 18, 1973

Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:SBB

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

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COUNTY & CITY SECTION
JAN 1[illegible] 1973
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

State Game Commission
1634 S.W. Alder
Portland, Oregon 97201

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary environmental statements, Public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

Fairs

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

Oregon Division of State Lands
Office of the Director
20 Agriculture Building
Salem, Oregon 97310

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COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ CE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

Construction is scheduled to start in July or August of 1973. Some excavation of the river banks within cofferdams will be needed for construction of the piers. As we understand it, a permit for this work will be required from your department. Will you please send the necessary forms for the application to this office?'

We have contacted the State Fish, State Game, DFQ, and other agencies requesting their comments regarding environmental factors that may affect the project.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

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COUNTY & CITY SECTION
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☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ CE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

Mr. Ernie Paine, Port Manager
Port of Coos Bay
175 N. 2nd St.
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U.S. Coast Guard.

We would appreciate any comments that you might have at this time regarding river use that would influence the design or construction of this bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LF::seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. Ray Beaudry
Harbor Tug and Barge
Office at Chandler Bridge
Coos River Road
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate very much any comments that you might have regarding use of the river by tugs or other craft that would have an influence on the design and construction of the bridge. Such things as horizontal and vertical clearances, need or lack of need for navigation lights, and perhaps your estimate of present and future river traffic volumes, would be very helpful.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

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CONSULTING ENGINEERS

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ENGINEERING

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TELEPHONE: (503) 746-9673

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Harold Knutson
Knutson Towboat Co.
400 N. Front St.
Coos Bay, Oregon 97420

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

RECEIVED
COUNTY & CITY SECTION
JAN 19 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [✓ RE] ☐ PPE ☐

Mr. C. R. Allison, Wood Manager
Weyerhaeuser Company
North Bend, Oregon 97459

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate any comments that you might have at this time regarding river use that would influence the design or construction of this bridge.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge engineer
H. S. Cox, OSHD County and City Engineer

Fas 255
Coos Co

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

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☒ ENGR. ☒ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

January 18, 1973

U. S. Department of Interior
ATTN: Mr. Emmett E. Willard, Regional Coordinator
Pacific N. W. Region
P.O. Box 3621
Portland, Oregon 97208

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

115 a-7

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
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January 18, 1973

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☐ UPE ☐ CE ☐ RE ☐ PPE ☐

U. S. Army Corps of Engineers
Portland District Engineer
P.O. Box 2946
Portland, Oregon 97208
ATTN: Navigation Division

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

U.S. [illegible]

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 18, 1973

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JAN 19 1973
☐ ENGR. ☑ COOR. ☐ ~~CE~~ ☐ ~~AE~~ ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

U. S. Department of Interior
Bureau of Sport Fisheries and Wildlife
ATTN: Mr. John D. Findley, Regional Director
P.O. Box 3737
Portland, Oregon 97208

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

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We would appreciate your comments regarding protection of aquatic life during construction of the project, particularly relating to spawning or hatching seasons that may require special precautions on the part of the contractor.

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

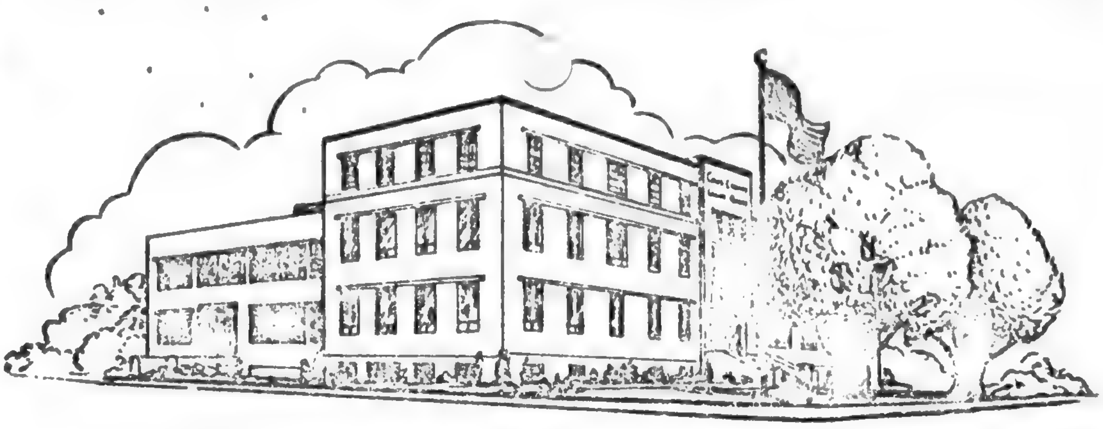
LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



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COUNTY & CITY SECTION
JAN 30 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 18, 1973

ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on February 27, 1973 at 7:30 p.m. in the Coos River School Library, preceded by an informal information hearing at 2:00 p.m at this same date and place, for the purpose of discussing the construction of a replacement structure for the Landrith Bridge over the South Fork Coos River. The proposed project lies near the community of Eastside, Coos County, Oregon.

The proposal consists of a highway bridge having a roadway 34 feet wide and being approximately 1000 feet in length, together with approach roadways and connection to existing County Road.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and coping.

Tentative schedules for right-of-way acquisition and construction will be discussed and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information and is now available at the County Courthouse.

All interested Citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Board of Commissioners, but must be received not later than 10 days after the public hearing.

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

January 11, 1973

Mr. Lonnie Van Elsberg
Coos County Commissioner
County Courthouse
Coquille, Oregon 97423

RE: Oregon Project S-596(1)
South Coos River
Landrith Bridge Section
FAS 255, Coos County

Dear Mr. Van Elsberg:

Transmitted with this letter are the following items:

(1) Environmental Impact Statement

(2) Road Hearing Notice for Public Hearing

(3) Suggested letter for advertising Public Hearing

(4) Partial list of public agencies, private agencies and individuals to whom a copy of the Road Hearing Notice should be sent.

(5) Copy of County-City Engineer's letter of December 13, 1972 outlining Public Hearing Prodedures.

(6) Copy of Oregon Bridge Engineering Company's proposed schedule for design.

As shown on the design schedule we propose that a combined corridor-design hearing be held on February 27, 1973. An informal hearing could be held in the afternoon and the formal hearing that same evening. Please refer to item (5) above for the specific requirements concerning advertising the hearing.

We will proceed with preparation of the materials for the hearing, preparation of Applications for Permit to cross a Navigable Stream, and with the structural design. Foundation investigation and right-of-way acquisition should wait until after the hearing, in our opinion.

Please let us know if we can assist you in arranging for the hearing.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

Copy: W. J. Hart, OSHD
H. S. Cox, OSHD

ENVIRONMENTAL IMPACT STATEMENT

SOUTH COOS RIVER

LANDRITH BRIDGE SECTION

FAS 255

LOCATION AND DESCRIPTION OF PROJECT

The proposed project is located approximately 2.2 river miles upstream from the confluence of the South Coos and Millicoma Rivers in Coos County, Oregon, in Section 35 T.25S R.12W. W.M., some 10 miles East of the City of Coos Bay.

The proposal consists of constructing a bridge across the South Coos River to connect the Coos River Road on the left bank of the River with the South Fork Coos River Road on the right bank. The proposed new structure will replace the existing Landrith Bridge which is located approximately 0.6 river miles upstream from the said confluence of the South Coos and Millicoma River. The new structure will be approximately 1,000 feet in length, 34 feet in roadway width, and will be supported on precast concrete and/or steel girders. Included in the project are approach fills, road connections and guardrail as required for safety. Coos County will construct the base and wearing surface on the approaches and obtain all necessary rights-of-way and easements.

PURPOSE OF PROJECT

The purpose of this project is to replace an obsolete, badly deteriorated, and narrow bridge with a structure that will be safe, will meet current design standards, and will provide greater convenience to the majority of road users. In addition, a reduction in future road improvement and maintenance costs as well as lower road user costs will be realized by shortening the main traveled route.

EXISTING ENVIRONMENTAL SETTING

The proposed project is situated in a sparsely settled coastal river valley. The valley floor is a flood plain used principally for pasture land, while steeply rising and heavily wooded hills form both valley sides. The river is tidal for several miles upstream from the project site, a substantial log raft traffic exists, and the river supports a limited sports fishery.

The project begins on the Coos River Road where the river crowds the Northwesterly foothills and the road is benched into the hillside. The new structure will cross the river, traverse the flood plain lying on the right bank, and meet the South Fork Coos River which parallels the juncture of the flood plain with the Southeasterly foothills.

Four or five land ownerships are involved within the project limits. No dwelling, buildings, business or commercial enterprises, [redacted] parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the project boundaries. The nearest dwelling is located across the South Fork Coos River Road from the Southeasterly terminus of the project. No other dwelling or building lies within 300 feet of the proposed structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS

A. VISUAL IMPACT - The new structure will be rather prominent in the landscape, being 1,000 feet long and crossing the valley at nearly right angles. However, the construction will be of low profile, with long spans and simple lines, and will not be detrimental to the view, nor will it impair or obstruct the view of valley residents to any substantial degree. Care will be taken to provide an attractive and durable structure.

B. AUDIO IMPACT - It is not anticipated that the noise level from the traffic will be significantly different from what now exists.

C. VEGETATION AND LAND USE - Only minor brushing and clearing will be required and care will be taken not to disturb the river banks or vegetation except to a minor degree. Crossing of the flood plain pasture land will be done with a structure of long spans, and filling of the flood plain will be avoided except immediately adjacent to the South Fork Coos River Road, where fills will be kept to the minimum required for a safe road connection. The character of the area will thus be maintained and maximum use of the pasture land retained, since the right-of-way will be unfenced and access kept open to the land under the structure.

D. RESIDENTS OF AREA - No resident will be displaced nor will any buildings be affected by this project.

E. AIR AND WATER POLLUTION - During construction of the project all applicable Federal, State, and local regulations concerning erosion control, air pollution and water quality will be adhered to. Measures will be taken to prevent siltation of the stream, and to prevent waste or deleterious materials from entering the water, both during construction, and in the design of drainage facilities for the permanent structure.

F. NAVIGATION - The proposed design is such as to permit continued use of the waterway, consistent with present and projected future needs, except for temporary restriction of the waterway during construction - the latter to be kept to the minimum practicable.

G. TRAFFIC DURING CONSTRUCTION - There will be minimal disruption of traffic during construction, since the existing bridge and roads will remain in service.

H. SIDEWALKS AND BICYCLE PATHS - Due to the isolation of the area and the low density population, no provision will be included for this kind of traffic. However, the new roadway will be considerably wider than the existing bridge, so pedestrian and bicycle traffic will enjoy safer conditions.

ALTERNATIVES

Alternate routes have been studied, including replacement of the existing bridge in its present location. For economic reasons the proposed route is deemed best.

BASIS FOR NEGATIVE DECLARATION

The proposed structure is needed to replace an obsolete and badly deteriorated bridge which provides the sole public road access from the Coos Bay region to a large area of land lying between the South Coos and Millicoma Rivers. Extensive forestry operations as well as farming and residential lands exist in that area. The benefits accruing to the public by providing a safe structure as well as by reducing future road improvement and maintenance costs will outweigh the minor damage to the existing land use. The detrimental impact to the local environment will be very minor, and will be no greater than that which would result if an alternate route were selected.

ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on February, 27, 19 73, at 7:30p.m. in the ,

preceded by an informal information hearing at 2:00 p.m. at this same date and place, for the purpose of discussing the ~~improvement~~/construction of a replacement structure for the Landrith Bridge over the South Fork Coos River

The proposed project lies ~~in~~/near the ~~city~~/community of Eastside , Coos County, Oregon.

The proposal consists of a highway bridge having a roadway 34 feet wide and being approximately 1000 feet in length, together with approach roadways and connection to existing County Road.

. Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

. Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Board of Commissioners, but must be received not later than 10 days after the public hearing.

(Newspaper Letter)

____

____

____

Attention: Classified Ads Department

Gentlemen: Attached is Coos County's notice to interested parties in or near the ~~Community~~/City of Coos Bay, Coos County, Oregon, relative to its proposal for the replacement of the Landrith Bridge over the ~~Section of~~ South Fork Coos River approximately 10 miles East of Coos Bay. ~~The pro-posed routing is approximately as shown shaded on the attached map.~~

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on January, 19, 1973, and February, 16, 1973. Please submit your billing in triplicate to Coos County Board of Commissioners and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Vty,

Lonnie Van Elsberg
Coos County Commissioner

Att: Notice - ~~Map~~ -

cc:
County & City Dept.
Oregon Bridge Engineering Co.

SOUTH COOS RIVER

LANDRITH BRIDGE SECTION

List of Public Agencies, Private Agencies and Private Individuals to whom copies of Road Hearing Notice should be sent.

PUBLIC AGENCIES

Port of Coos Bay
Corps of Engineers
Coos County Planning Commission
Bureau of Land Management

PRIVATE COMPANIES

Weyerhaeuser Company
Menasha Company
Harbor Tug and Barge Company
Knutson Towboat Company

LANDOWNERS AT PROPOSED BRIDGE SITE

S. W. & Evelyn McCready
Ben E. & Florence Stone
Frank B. Rood, Jr. & Mavis E. Rood
Frank B. Rood III & Joyce K. Rood

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 19, 1972

Mr. Wally Palmateer
Oregon Bridge Engineering Co.
P. O. Box 72
223-M North "A" Street
Springfield, Oregon 97477

Re: S. Coos River (Landrith) Br. Sect.
S. Coos River Road, FAS 255
Coos County

Dear Wally,

Enclosed are the following hearing and environmental statement materials for the Landrith Bridge:

Copy of PPM 20-8, Public Hearings
Copy of PPM 90-1, Environmental Impact and Related Statements
Set of instructions for advertising and holding public hearings
Suggested letters and notices to newspapers
Sample Negative Environmental Declaration

You will note that the suggested notice to hold a location-design hearing is to be published twice; once 30 to 40 days before the hearing date, and again 7 to 12 days before the hearing. The notices are also to be published in all the newspapers of general circulation in the area, and copies of the notice sent to all interested public and private agencies and individuals.

We are suggesting further that the County hold an informal hearing prior to the formal location-design hearing. This may be done any time before the formal hearing and is done to informally discuss the proposed project with the people and give them information and data to how the project may or may not affect individual property owners.

Also, please note that the notice states that a statement concerning the environmental effects of the project is available both at the time the notice is placed in the papers and will be available at the public hearing. This statement should tell "how" and "why" the project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on the environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the Landrith Bridge project.

To assist in the actual conduct of the hearing the following materials are also enclosed:

Suggested format (may be used by the hearing officer in the conduct of the hearing).

Registration Cards (to be filled out by persons attending the hearing).

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property).

Hearing maps for handouts (8½ x 11).

The engineering narrative and description of the project should be prepared ahead of time, then read verbatim at the hearing and made a part of the transcript. As part of the engineer's statement, alternative locations should also be discussed, with the reasons for selecting this particular site.

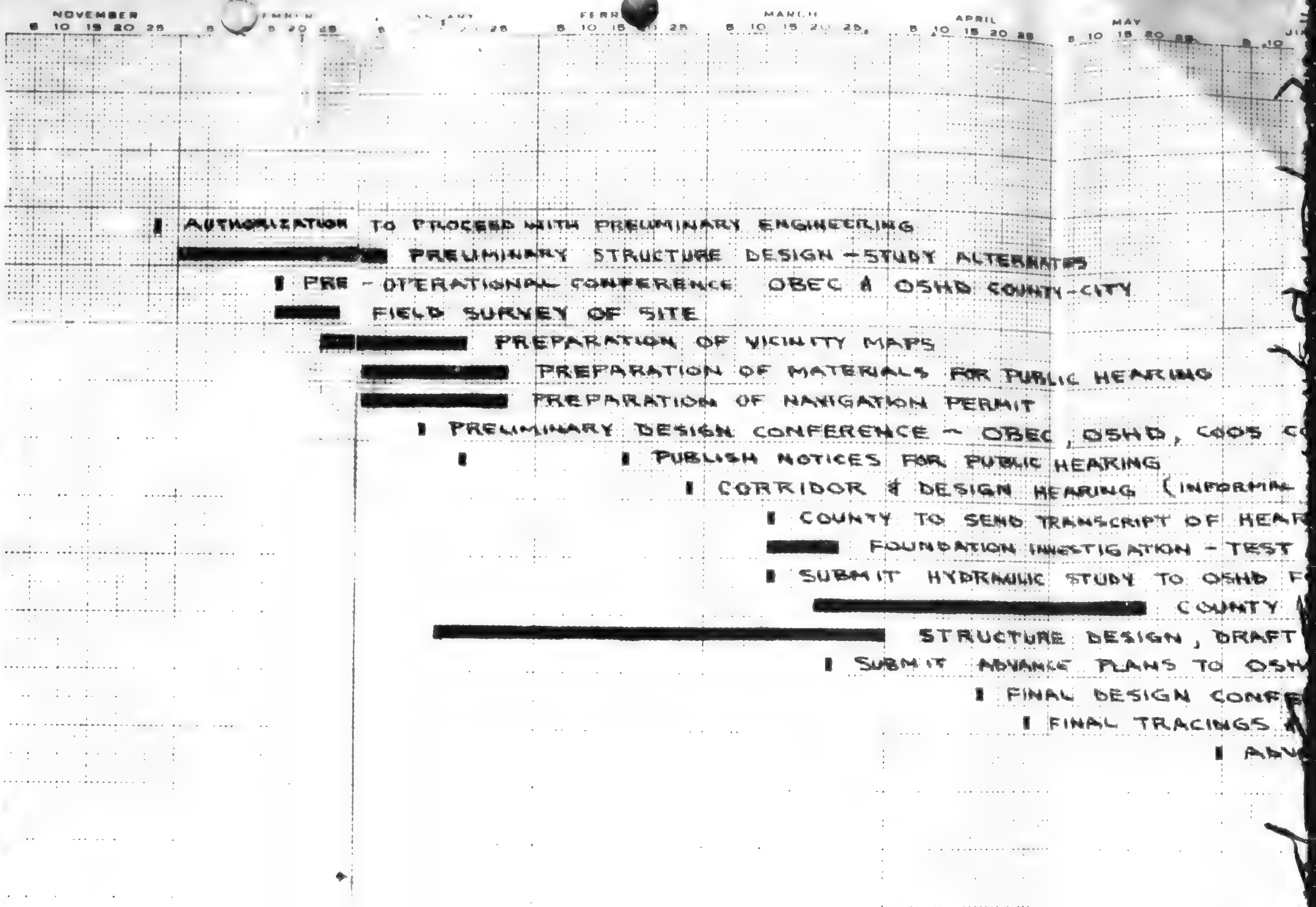
The environmental statement (negative declaration)may be read at the hearing or a statement made as to its availability to interested persons.

After the ten days have elapsed for receiving additional written statement, please send this office a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles and correspondence in connection with the hearing.

2. A statement giving time, date and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic and environmental effects of the location and design of the project; and that the County finds that the project is compatible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AUTHORIZATION TO PROCEED WITH PRELIMINARY ENGINEERING
PRELIMINARY STRUCTURE DESIGN – STUDY ALTERNATES
PRE-OPERATIONAL CONFERENCE OBEC & OSHD COUNTY-CITY
FIELD SURVEY OF SITE
PREPARATION OF VICINITY MAPS
PREPARATION OF MATERIALS FOR PUBLIC HEARING
PREPARATION OF NAVIGATION PERMIT
PRELIMINARY DESIGN CONFERENCE – OBEC, OSHD, COOS C
PUBLISH NOTICES FOR PUBLIC HEARING
CORRIDOR & DESIGN HEARING (INFORMAL
COUNTY TO SEND TRANSCRIPT OF HEAR
FOUNDATION INVESTIGATION – TEST
SUBMIT HYDRAULIC STUDY TO OSHD F
COUNTY
STRUCTURE DESIGN, DRAFT
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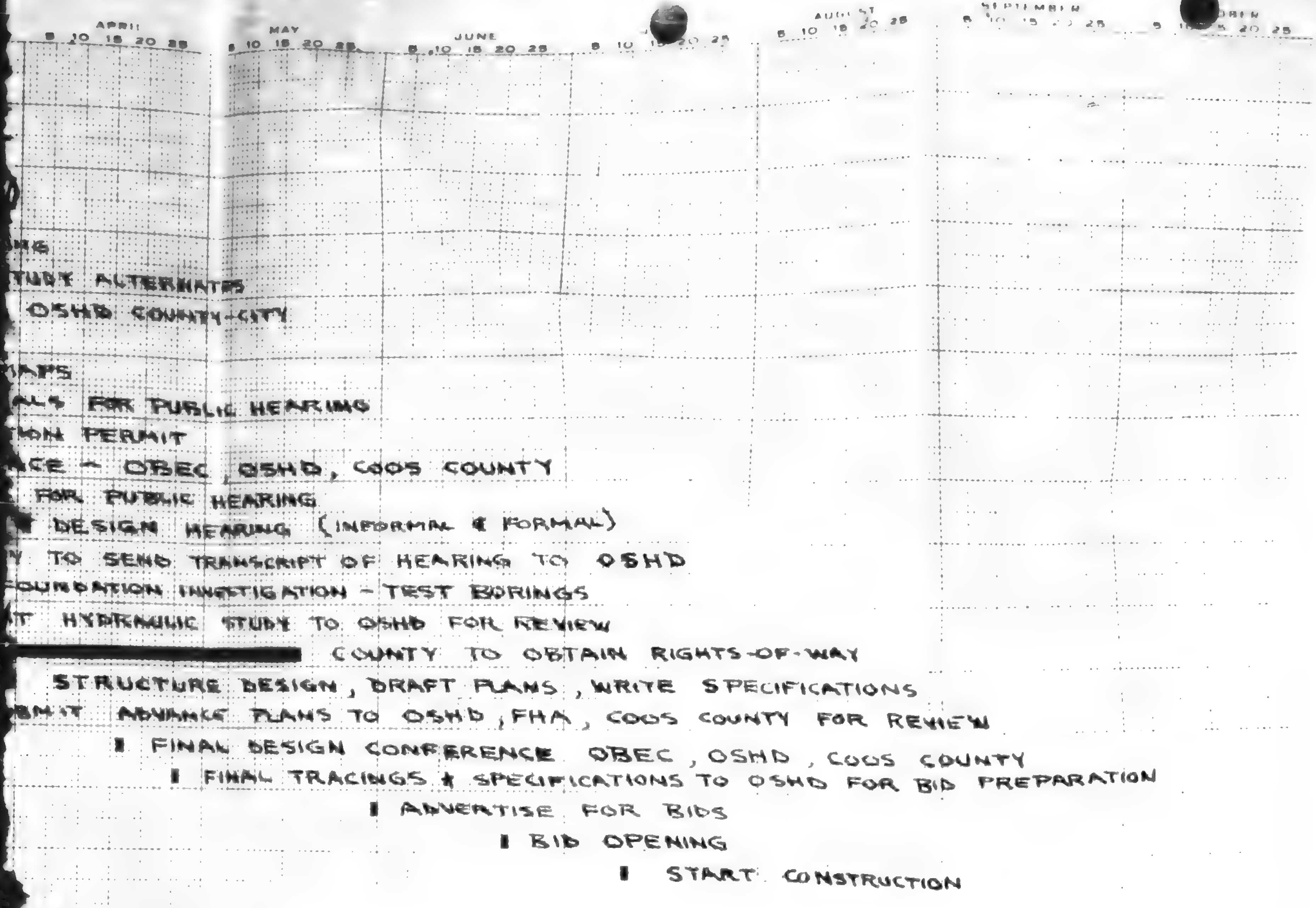

NG
TUDY ALTERNATES
OSHD COUNTY-CITY

APS
ALS FOR PUBLIC HEARING
ION PERMIT
ACE – OBEC, OSHD, COOS COUNTY
FOR PUBLIC HEARING
DESIGN HEARING (INFORMAL & FORMAL)
Y TO SEND TRANSCRIPT OF HEARING TO OSHD
OUNDATION INVESTIGATION – TEST BORINGS
T HYDRAULIC STUDY TO OSHD FOR REVIEW
COUNTY TO OBTAIN RIGHTS-OF-WAY
STRUCTURE DESIGN, DRAFT PLANS, WRITE SPECIFICATIONS
BMIT ADVANCE PLANS TO OSHD, FHA, COOS COUNTY FOR REVIEW
FINAL DESIGN CONFERENCE OBEC, OSHD, COOS COUNTY
FINAL TRACINGS & SPECIFICATIONS TO OSHD FOR BID PREPARATION
ADVERTISE FOR BIDS
BID OPENING
START CONSTRUCTION

DESIGN SCHEDULE

SOUTH COOS RIVER
LANDRITH BRIDGE SECTION
FAS 255

Oregon Bridge Engineering Company
Consulting Engineers
1973

FAS 255
Coos Co

OI ON BRIDGE EN ERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
JAN 15 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

January 11, 1973

Department of Environmental Quality
Public Service Building
Salem, Oregon

RE: South Coos River
Landrith Bridge Section
Coos County Oregon

Gentlemen:

Our firm has been retained by Coos County to design a replacement structure for the Landrith Bridge. The proposed bridge will cross the South Coos river approximately 2.2 miles upstream from the confluence of the South Coos and Millicoma Rivers.

The proposed project will be constructed with Federal, State, and County Funds, and the customary envirionmental statements, public hearings, etc. will be required and complied with. In addition, an application for a permit to bridge a navigable waterway is being prepared for submittal to the U. S. Coast Guard.

Will you please inform this office of the necessary steps we should take in order to obtain a Water Quality Certificate for this project?

Thank you for your consideration.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: Lonnie Van Elsberg, Coos County Commissioner
W. J. Hart, OSHD Bridge Engineer
H. S. Cox, OSHD County and City Engineer

FAS 255
Coos

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Coos County
Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attention of

Request No. (assigned by staff engineer or head of division) cc 1343

Date January 9, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
☑ ENGR. ☑ CLOR. ☑ UE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ BE ☒ RPE ☐

Itemized Statement: $8,250.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the S. Coos River (Landrith) Bridge Section, FAS 255.		
		Covered by agreement dated 8/8/72.		7,250.00
		TO BE RETAINED		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 8,250.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 506-1985-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FAS 255
Coos Co

For valuable consideration, Coos County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the S. Coos River (Landrith) Bridge on FAS 255 in Coos County.

Dated this 18th day of DECEMBER, 1972.

Coos County, by and through its
County Court

By M. R. Medley Moffitt
Chairman

By Donnie Van Elberg
Commissioner

By ____________________
Commissioner

Copy to:- Paul Hatcher
Jack Martin - Res. Eng'r

RECEIVED
COUNTY & CITY SECTION
DEC 20 1972
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

12/11/72

For valuable consideration, Coos County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the South Coos River (Landrith) Bridge on FAS 255 in Coos County.

Dated this 6th day of November, 1972.

COOS COUNTY, by and through its
Board of County Commissioners

APPROVED:

By
Chairman

By Donnie Van Elsberg
Commissioner

By
Commissioner

10/12/72

December 11, 1972

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: S. Coos River (Landrith) Bridge Sect.
S. Coos River Road, FAS 255
Coos County

Gentlemen:

This is to inform you of the procedure to follow for payments for engineering to Oregon Bridge Engineering Company for this project.

Generally, billings should not be made any more often than 30 days and must have the following information:

1. Name of consulting firm
2. Project name
3. Dates covered
4. Percentage of work completed
5. Detailed statement of services performed (such as; man hours, travel, etc.)
6. If payments for preliminary and construction engineering are both to be collected on a project, the billings of each must be on separate invoices.
7. Final billing must be so noted

The billings must be submitted to and through the County. The County then must:

1. Approve consultant billing
2. Make up their own billing in the same amount to the State Highway Division and forward both billings to this office (County & City Section).

The billing for the preliminary engineering costs are then checked and approved by the Oregon State Highway Division Bridge Engineer. After approval, the Accounting Section will pay the billing.

☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Also, would you please complete the two copies of the enclosed forms which grants the Oregon State Highway Division the authority to pay the Oregon Bridge Engineering Company directly.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR

H. S. Cox
County and City Engineer

HR:ljt

Encl.

cc: Oregon Bridge Engineering Co.
(Mr. Wally Palmateer)
J. H. Versteeg
Paul Hatcher, Accounting
Walt Hart

December 4, 1972

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: Preliminary Engineering
S. Coos River (Landrith) Bridge Section
S. Coos River Road, FAS 255
Coos County

Gentlemen:

On November 27, 1972 the Federal Highway Administration approved the preliminary engineering for this project. This engineering is to be done by a consulting firm (Oregon Bridge Engineering Company) and is estimated to cost $36,250 with an added estimated cost of $5,000 for the drilling and testing, making the estimated total $41,250.

11-9-72

In this regard, per the agreement dated August 8, 1972 between the State and the County, the advance deposit requested from County is as follows:

Engineering	$36,250.00
Drilling & testing	5,000.00
	$41,250.00

506-1985

The advance deposit equals 20% of $41,250.00, which is $8,250.00.

Please make this advance deposit in the amount of $8,250 payable by check or warrant to the Oregon State Highway Commission and forward the same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

CC 1343

By

H. S. Cox
County and City Engineer

HR:ljt

☑ ENGR. ☑ COOR. ☑ OE ☑ RE ☑ UE
☑ UPE ☑ CE ☒ RE ■ UPE ☐

Coast Guard

fas 255
Coos Co

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

255

December 26,1972

Commander (0-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Washington 98104

Re: South Coos River
Landrith Bridge Section
Coos County, Oregon

Dear Sir:

Our firm has been retained by Coos County to design a replacement structure for the Landrith bridge. The existing bridge crosses the South Coos River approximately 0.6 miles upstream from the confluence of the South Coos and Millicoma Rivers, and the proposed bridge is planned to cross the South Coos approximately 2.2 miles upstream from the said confluence.

We would appreciate your sending a copy of "Instructions to Applicants-Permits for Bridges over Navigable Waters" to this office.

In addition, we would be grateful if you could tell us about how long it would normally take for the application to be processed and project approval obtained.

Very truly yours,
OREGON BRIDGE ENGINEERING CO.

Louis F. Pierce
Chief Design Engineer

LFP;lp

cc: Lonnie Van Elsberg, Coos County Commissioner
Walter J. Hart, OSHD Bridge Engineer
H.S. Cox, OSHD County and City Engineer

RECEIVED
COUNTY & CITY [illegible]

December 19, 1972

Mr. Wally Palmateer
Oregon Bridge Engineering Co.
P. O. Box 72
223-M North "A" Street
Springfield, Oregon 97477

Re: S. Coos River (Landrith) Br. Sect.
S. Coos River Road, FAS 255
Coos County

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☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on the environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the Landrith Bridge project.

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2. A statement giving time, date and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

3. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic and environmental effects of the location and design of the project; and that the County finds that the project is compatible

to the County's planned arterial system. Please refer to any Traffic Surveys or Planning Studies made by or for Coos County with references to land use and road systems.

4. A statement that the County does request the State Highway Division to give design approval of the project.

If you have any questions or need additional materials, please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

RHP
for H. S. Cox
County and City Engineer

RHP:ljt

Encl.

8054

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 27, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon Original signed by
E. J. Valach
Dist. Engineer

SUBJECT: Oregon Project S-596(1)
South Coos River (Landrith) Bridge Section
Consultant Agreement

The revised consultant agreement between Coos County and the Oregon Bridge Engineering Co. for the design and construction engineering on the Landrith Bridge is approved.

Authorization to proceed is hereby granted.

RECEIVED
'72

NOTED
R. L. SCHROEDER

11-29-72

RECEIVED
NOV 29 1972

11-29-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8054

TRANSACTION NUMBER 12-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-27-72

BY (Signature): MR. YOUNG'S SEPTEMBER 25, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 1104 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION / WORK
1104	S-596(1)	0.19	50,000	31,700	SOUTH COOS RIVER LANDRITH BRIDGE SECTION. COOS COUNTY / PRELIMINARY ENGINEERING.

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

11-29-72
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-27-72	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

1054

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
NOV 15 '72
REFER TO
FOR

Info	[illegible]	[illegible]	D/R	[illegible]	Act	File

November 15, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Oregon Project S-596(1)
S. Coos River (Landrith) Bridge
Consultant Agreement Revision
FAS 255, Coos County
File: 10-35-EC

NOTED
TOM EDWARDS

Dear Mr. Green:

In response to your memorandum of October 12, 1972, you will find attached a letter of acceptance from Coos County accepting the revised pages for substitution in the Consultant Agreement covering engineering services for the Landrith Bridge.

Inasmuch as the County did not mention the design standards for the proposed structure we did, on this date, obtain verbal concurrence from County Commissioner Lonnie Van Elsberg for a clear roadway width of 34 feet consisting of two 11-foot travel lanes with 6-foot shoulders. By copy of this letter to Coos County, that concurrence is being confirmed.

There is also attached three copies of each of the revised sheets marked "Revised 9-19-72."

This action should clear the programing for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt
Att.

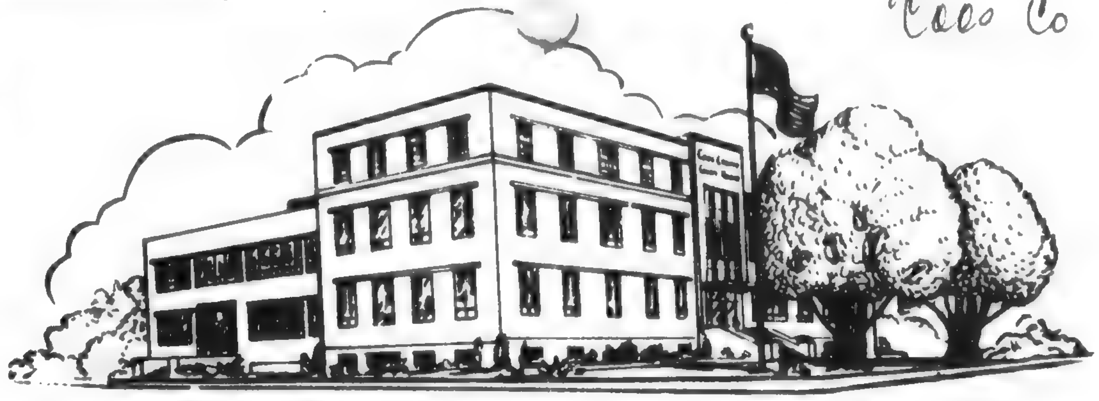
cc: ~~Lonnie Van Elsberg~~
✓ Tom Edwards
F. B. Klaboe
R. L. Schroeder
A. E. Johnson
W. J. Hart
V. E. Skoog
J. H. Versteeg

FAS 255
Coos Co

Coos County

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

M. R. "Mickey" MOFFITT
LONNIE VAN ELSBERG
FRANK L. REMA



November 6, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1972
☑ ENGR. ☑ CONST. ☑ SE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Please accept this letter as Coos Counties acceptance of revised pages 4,5, and 7 together with revised pages of exhibit C for substitution in our copy of the Landrith Bridge consultant agreement.

Very truly yours,

BOARD OF COMMISSIONERS

M. R. Mickey Moffitt
Chairman

Lonnie Van Elsberg
Commissioner

Commissioner

cc: H. S. Cox

sv

RECEIVED
NOV 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

- a. Field notes of all surveys (if requested by the State).
- b. Field notes for all survey reference ties.
- c. Field notes for all required investigations (if requested by the State).
- d. Hydrologic and hydraulic reports.
- e. Original drawings and tracings of profile sheets and structure plans.
- f. Construction cost estimate.
- g. Special provisions.
- h. Letter of transmittal containing the Engineer's Project Design Report.

7. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

- a. Furnish all lines and grades.
- b. Check and approve all shop drawings and rebar details.
- c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure, except as listed under Paragraph B.
- d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
- e. Prepare weekly construction reports and monthly estimates.
- f. Prepare necessary change orders and price agreements.
- g. Conduct final inspection.
- h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County will apply for change in FAS route. County shall conduct the corridor hearings, which will include preliminary design sketches of structure and approaches by Consultants. County will apply for navigation permits and hold hearings with vertical and horizontal data supplied by Consultants. County will furnish initial environmental impact statement.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis;
Review and approval of hydraulic studies;
Review and approval of location studies, ADT survey, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract.

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State-employed engineer to be in responsible charge and direct control of the project at all times ad to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least three scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The three conferences will consist of the following:

sultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $36,250.00 Dollars, payable in monthly increments based on periodic progress reports of performance, plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.6.

B. CONSTRUCTION ENGINEERING FEE.

Low Priced ½ Cost [illegible]

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $47,720.00, except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

The Consultants warrant that they have not employed or

PRELIMINARY ENGINEERING COSTS

General Consulting	40 hrs.	@	$12.45±	=	$500.	
Principal Design Engineer	380 hrs.	@	10.80±	=	4,100.	
Project Engineer	650 hrs.	@	8.85±	=	5,750.	
Design Engineer	310 hrs.	@	7.45±	=	2,310.	
Survey Party	174 hrs.	@	5.75±	=	1,000.	
Drafting	360 hrs.	@	4.60±	=	1,650.	$15,310.
	1,914					
Overhead Allowance @ 75.15%						11,505.

Travel and Subsistence	$1,200.	
Communications	200.	
Reproduction and Supplies	400.	
Computer Service	400.	
Foundation Consultant	2,500.	4,700.
		$31,515.
Profit - 15%±		4,735.
		$36,250.

ESTIMATED PROJECT COST: $740,000

Preliminary Engineering: 4.9%

FOUNDATION DRILLING AND INVESTIGATION

Estimated Actual Costs	5,000.
	$41,250

Revised 9-19-72

Exhibit "C"
Page 6 of 6

JOBSITE FOUNDATION DRILLING

Estimated Costs:

Mobilization of Drilling Equipment	$450.
Drilling 6 Holes @ $650. each	3,900.
Miscellaneous Job Supplies	150.
	$4,500.
Contingencies	500.
Estimated Drilling Costs	$5,000.

Revised 9-19-72

8054

RECEIVED
NOV 1 1972

November 13, 1972

MISC. CONTRACTS and
AGREEMENTS No. 51599

Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Attention: Fay Crabtree
County Clerk

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering preliminary engineering on the South Coos River (Landrith) Bridge Section of the South Coos River Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

FAS 255
Coos Co

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 12, 1972

In reply refer to: 10-35-EC

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-596(1)
South Coos River (Landrith) Bridge Section
Revision to Consultant Agreement

We have reviewed the revised pages to the consultant agreement between the Oregon Bridge Engineering Company and Coos County for the design and construction engineering of the subject project and find them satisfactory and in accordance with our September 8 discussion. However, before we can grant formal approval we need three copies of each sheet clearly marked as revised together with some indication from the County that they recognize these revisions and accept and approve them.

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FBF
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
OCT 17 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

10-17-72

Bob

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FAS 255
Coos County

October 10, 1972

Mr. Lonnie Van Elsberg
Coos County Commissioner
Courthouse
Coquille, Oregon 97423

Dear Lonnie,

Attached are revised pages numbered 4, 5, and 7, together with revised pages of Exhibit "C" for substitution in your copy of the Landrith Bridge Consultant Agreement. These pages were revised in order to more clearly define the cost responsibility for the foundation drilling and investigation. As the agreement was originally written, Coos County was responsible for these drilling costs. Now, as revised, these costs are included in the preliminary engineering, and will receive participation from both State and Federal funds.

After discussion with Wally Palmateer, the Federal Highway Administration, and our Bridge Section, it was determined that, based on present traffic and future usage, the structure and attendant approaches will be 34 feet wide, consisting of two 11-foot travel lanes, and 6-foot shoulders. This is the minimum AASHO standard as stipulated in our secondary road plan.

Will you please inform us that you concur in the agreement revisions and the design standards for the bridge and approaches.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: Federal Highway Administration
W. J. Hart, Bridge Section
W. A. Palmateer, Oregon Bridge

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OCT 12 1972
FOR FILING

8054

10-10-72

PREFIX NO. 506-1476

ADDENDUM "A" TO LOCATION PROSPECTUS
CHANDLER-LANDRITH BRIDGE SECTION
COOS RIVER COUNTY ROAD - FAS 255
COOS COUNTY

This addendum is submitted to revise and correct the location prospectus concerning the above section of the Coos River County Road, FAS 255.

NOTED
TOM EDWARDS

PARAGRAPHS 1 THROUGH 5:	Correct as per original prospectus.
PARAGRAPH 6:	Delete Class "C" and substitute: "AASHO's geometric design standards for highways other than freeways as modified under Oregon Secondary Road Plan Agreement dated February 1, 1970."
PARAGRAPH 7:	Delete and substitute: "Two 11-foot travel lanes and 6-foot shoulders."
PARAGRAPHS 8 THROUGH 13:	Correct as per original prospectus.

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR
Info Inves R/D DIR Sign Act File

October 10, 1972

cc: Federal Highway Administration (3)
Tom Edwards
E. S. Hunter
R. L. Schroeder
L. E. George
W. J. Hart (3)
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)
J. H. Versteeg (3)
F. B. Klaboe
A. E. Johnson
R. N. Bothman
F. L. Hall
C. T. Keasey
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills

Fas 255
Coos Co

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 27, 1972

TO County-City Section
Attention Mr. Robert Prange

FROM R. W. Ellison R. W. Ellison
Bridge Administration Engineer

SUBJECT Coos River (Landrith) Bridge
Br. No. 2513A. - Landrith Co. Rd. FAS 255
Revised Pages for Consultant Agreement

We have reviewed the revised pages of the Consultant's Agreement for the subject project which you forwarded to this office on September 26, 1972, and we have no objections to the use of these pages.

These pages cover the additional item of "Foundation Drilling" which was not included in the preliminary engineering portion of the original agreement. The estimate of $5,000 for this work appears reasonable.

RWE/ag

cc A. E. Johnson
M. A. Craft
R. J. Wright
A. A. Rear

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☒ RE ☐ PPE ☐

✓

SALEM, OREGON
September 26, 1972

Mr. W. J. Hart
Bridge Engineer

BUILDING

Attached are several revised pages of the Consultant Agreement between Oregon Bridge Engineering Company and Coos County covering the engineering for the Coos River (Landrith) Bridge. These revised pages cover the additional item of foundation drilling in the amount of $5,000, which was not included in the preliminary engineering portion of the original agreement.

You will recall that this was arranged at our meeting at the FHWA office on September 8. If you have no objections we will transmit the required number of copies to the Federal Highway Administration for substitution in their copies of the agreement so that formal approval can be given.

Xerox copies of the substitute pages have already been given to and discussed with Herb Schell and Glenn Hossner who were present at the September 8 meeting and they could find no objections.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Att.

RECEIVED
SEP 28 1972

FOR FILING

8054

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 25, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission

We are submitting program data for one Secondary Preliminary Engineering Project, Item No. 1104, Project No. S-596(1), "S. Coos River (Landrith) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

The preliminary engineering work under this project is to be done by the consultant firm of "Oregon Bridge Engineering Company" with required supervision and other related engineering work by Highway Division forces. The consultant agreement was furnished your office by our County-City Section as a separate action.

Enclosed are copies of State and District 7 Clearinghouse letters, dated August 23, 1972 and September 15, 1972, respectively, approving the project.

RNC:bb
Enc.

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

RECEIVED
AUG 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

August 23, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Attn: Hill Young

Coos Co.

Re: S. Coos River, (Landrith) Bridge
PNRS #7208 2 360

Dear Mr. Baldwin:

NOTED
R. D. ASBURRY

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence regarding this project.

cc: September 6, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.A. Sandmann
J.H. Versteeg

It is understood that this proposal is for engineering only, and does not include construction at this time. As such, it does not present any conflict with existing state plans or policies. However, since the ultimate product and its construction will be of direct interest and concern to a number of state agencies, the consulting engineers should take immediate positive steps to assure meaningful imput by these agencies into the planning process. Specifically, liaison should be established with the State Fish Commission, the State Game Commission, the Department of Environmental Quality, The State Water Resources Department, The Department of Geology and Mineral Industries, the State Department of Soil & Water Conservation Committee, and the Department of State Lands.

BEN GIFFORD
8/10

NOTED
D N CHASE

The site map furnished with the Notice does not indicate any existing roadway at the proposed bridge location. It is presumed therefore, that the bridge being designed, when built will be part of a larger road improve-

RECEIVED
STATE HWY ENGR
AUG 3 0 '72
REFER TO
FOR
Info | Invest | R/D | DIR | Sign | Act | File

9-1-72

Young-Bob

RECEIVED
SEP 1 1972
PROGRAMING SECTION

ment project. When and if Notice of Intent to proceed with construction phase is filed, the entire project, not just the bridge, must be reflected in that Notice.

With the understanding that these suggestions will be implemented, we are pleased to extend our endorsement.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

Cleighton Penwell

CP:Kl
cc: Fish Comm
    Game Comm
    DEQ
    Water Res.
    Geology
    Soil & Water
    State Lands

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-25-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER: 1 (19) (20)
PROJECT LOCATION (45 typewriter spaces): Co.Rd. 6.3 Mi. E. of Eastside 21 65
ADT PRESENT: 500 (66)
FUTURE: 850 (70)
YEAR: 92 (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 28 62
NATL. FOREST: (63) (65)
FH ROUTE NO.: (66) (68)
SUPV AGCY: (69)
DA CLASSIF.: (70)
DA AREA: (71)
EMERG. YR.: (72) (73)
PL. AUTH YR: (74) (75)
PROJECT NUMBER
PREFIX LETTER(S): S- 14 23
NUMBER: 596 7

CARD 4
CLASS OF FEDERAL FUNDS: Secondary
COUNTY NAME: Coos
CODE: 011 (14) (1
NAME OF URBAN AREA: 17-31
ROUTE NO.: S
FEDERAL-AID: 255 (32)
STATE: Co.Rd. (36) (37)
U.S. (4

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5												
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co.Rd. 6.3 Miles East of Eastside	0.19	50,000	31,700	18,300	
5					**ROW**		"S. Coos River (Landrith) Bridge Sec."					
5					**CONST** (CODE)							

CARD 1
CODE 1
PREPARED BY
PROJECT TOTALS: 0.19 | 50,000 (16) (23) | 31,700 (24) (33) | 18,300
1 14 PROGRAM APPROVAL DATES
REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

9-25-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ROJECT LOCATION *(45 typewriter spaces)* Co.Rd. 6.3 Mi. E. of Eastside 21 65	ADT	PRESENT 500	FUTURE 850 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)
						APPN CODE 022 (4) (9)	ITEM NO. 1104 (14) (18)

SED WORK *(35 typewriter* neering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S- 14 23	NUMBER 596 7	SEQ. NO. (1) 13	I Projects Only POST MI. DESIG. (24) (26) 27

NDS Secondary	COUNTY NAME Coos	CODE 011 (14) (16)				PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. S	FEDERAL-AID 255 (32)	STATE Co.Rd. (36)	U.S. (37) (41)		

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
			ESTIMATED PROJECT COST BY PHASES					
46	53		(54) (58)	(59) (66)	(67) (76)			
PE		Co.Rd. 6.3 Miles East of Eastside	0.19	50,000	31,700	18,300		Preliminary Engineering, all phases (for future bridge over S. Coos River, length 1000', H.C. 34', on new location).
ROW		"S. Coos River (Landrith) Bridge Sec."						
ONST (CODE)								ROW-60' min.; Access Control-none; Parking Restrictions-none.
BY		PROJECT TOTALS	0.19	50,000	31,700	18,300		
				(16) (23)	(24) (33)			

PROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

S. COOS RIVER (LANDRITH) BRIDGE SECTION
PROJECT NO. S-596(1)

Existing Facility: Proposed location only.

Proposed Adjacent Sections:
West End: 18' Gravel surface (County road on west side of the river).

East End: 18' Oil mat surface with 1' gravel shoulders (FAS 255).

Project Data: The proposed work consists of all phases of preliminary engineering including hearings, environmental statements and final P.S. & E. preparation. The engineering is to be accomplished by the consulting firm of Oregon Bridge Engineering Company with required supervision and other related engineering by Highway Division forces.

Minimum Design Standards: No exceptions.

Public Hearings: Will be offered and held if requested.

Location and Design Approvals: Will be accomplished under the Secondary Road Plan.

System Action: Minor change in alignment will be submitted when actual location is determined.

Water Developments, Railroads, Airports, Historical and Recreational Areas: None involved.

A-95 Review: P.E. project approved by State and District 7 Clearinghouse letters dated August 23, 1972 and September 15, 1972, respectively.

For PR-37:

Preliminary Engineering:	
Field	$45,000
P.S.&E.	5,000
Total	$50,000

8054

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 20, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon FAS Route 255
S. Coos River (Landrith) Bridge Section

cy Bridge
9-22-72

The Consultant Agreement between Coos County and the Oregon Bridge Engineering Company for the design and construction engineering on the Landrith Bridge is approved as submitted with Mr. Edward's August 29 letter.

You may request authorization to proceed after the approval of an FAS Program concerning this work.

NOTED
A. E. JOHNSON
NOTED
E. S. HUNTER

cc Young

RECEIVED
SEP 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8054

RECEIVED
AUG 30 1972

FOR FILING

bc F. B. Klaboe
A. E. Johnson
H. S. Cox
W. J. Hart
V. E. Skoog
J. H. Versteeg

August 29, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

FROM
Tom Edwards
State Highway Engineer

SUBJECT Consultant Agreement
S. Coos River (Landrith) Bridge Section
FAS 255, Coos County
Your Reference 10-35-OB

Attached for your approval are three executed copies of the subject consultant agreement. This agreement has been corrected pursuant to your memorandum of July 14 and our review of June 16, 1972.

It is necessary to engage the professional services and assistance of a consultant to perform the engineering functions for the proposed FAS project because (1) the county does not have the personnel who are qualified or experienced to perform the required work; and (2) the State Highway Division, with its present work load, does not have sufficient resources to expeditiously develop the proposed project.

The qualifications and experience of Oregon Bridge Engineering Company have been reviewed by our Bridge Section, and it has been determined that the consultant is adequately staffed and suitably equipped to perform the required services in a satisfactory, economic, and expeditious manner. Our Bridge Section has further analyzed the consultant's proposal and has concluded that the estimated payments to the consultant are reasonable for the services and materials he will provide.

The local officials have reviewed the qualifications and experience of Oregon Bridge Engineering Company and have determined that this consultant firm is best suited to their particular needs and conditions.

Att.

RHP:ljt ia

8054

RECEIVED
[illegible]

FOR FILING

August 10, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 7	S. Coos River (Landrith) Bridge
Federal Aid Secondary	FAS 255 Coos County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. A. Sandmann
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. H. Young	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 S. Coos River (Landrith) Bridge FAS 255 District 7				
11	12] PROJECT LOCATION CITY [45 S. Coos River Road	46] PROJECT LOCATION COUNTY [79 Coos			
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 Perform the preliminary engineering and make up the plans for the Landrith				
06	12] [71 Bridge. The structure will be approximately 1,000 feet long with a				
07	12] [71 32-foot clear roadway.				
08	12] [71 The County has retained a consulting engineering firm (Oregon Bridge				
09	12] [71 Engineering Company) for these services.				
10	12] [71				

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	30,000		10,000	10,000		50,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45 Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Sept.	15	1972

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 10, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway & Coos County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 24
(c) State Senatorial District(s) Number(s) 48

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

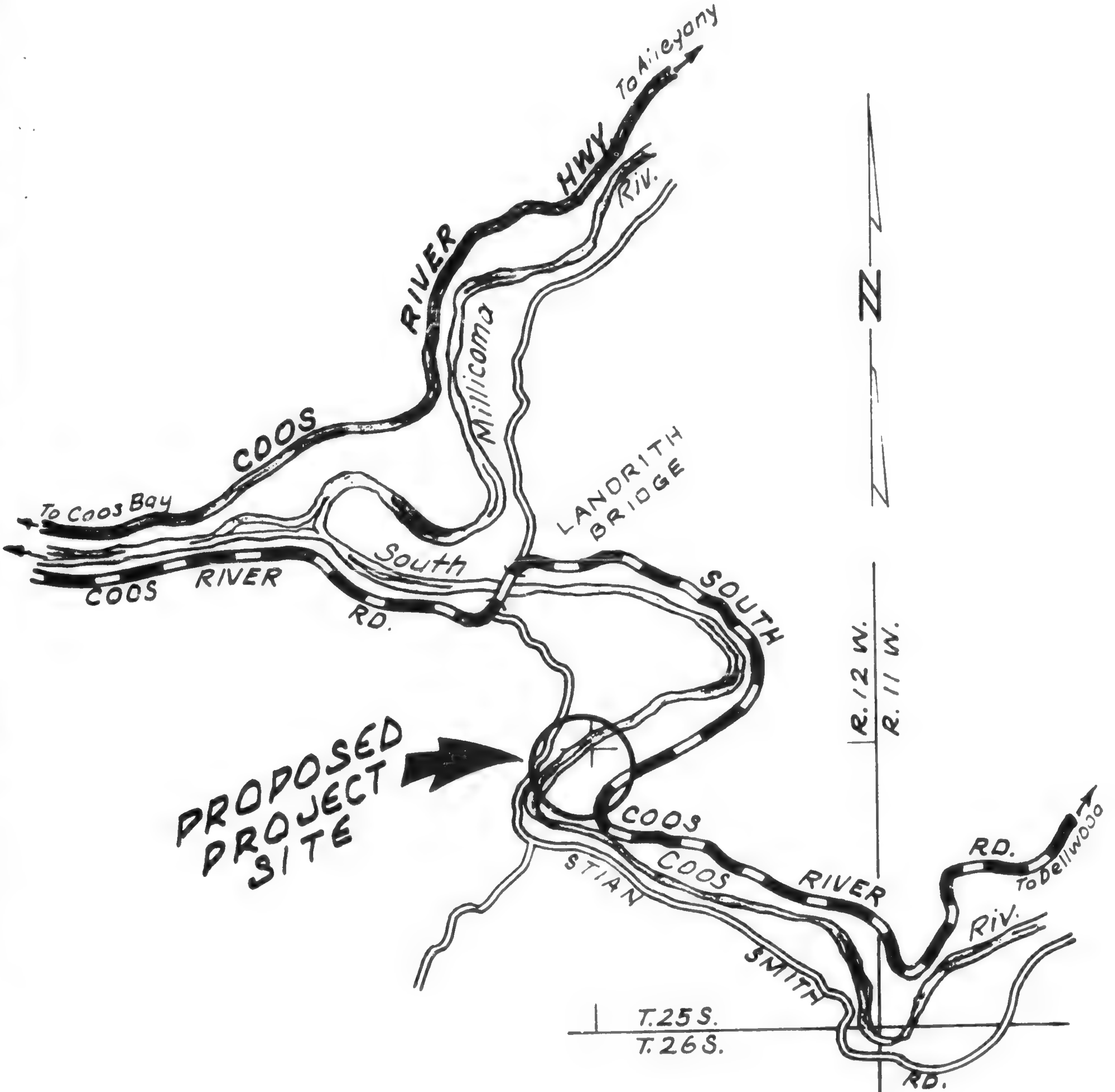
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS


To Allegany
COOS RIVER HWY
Millicoma Riv.
To Coos Bay
COOS RIVER RD.
South
LANDRITH BRIDGE
SOUTH COOS RIVER RD.
N
R. 12 W.
R. 11 W.
PROPOSED PROJECT SITE
COOS
Riv.
STIAN
SMITH RD.
To Dellwood
T. 25 S.
T. 26 S.

S. Coos Riv. (LANDRITH) Br. Sect.
S. COOS RIVER RD
Coos County

8054

RECEIVED
AUG 2 - 1972
FOR FILING

August 1, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Federal Aid Secondary Projects

The attached tabulations describe five Federal Aid Secondary projects, one each in Coos, Lake, Linn, Union, and Wallowa Counties.

The request by Coos County is for the preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. The estimated cost of the engineering is approximately $50,000, of which $10,000 will be the cost to the State.

Lake County's request is for a grading project on the New Idaho School Loop Section on FAS 19-106 and 107. The estimated cost of this project is approximately $311,000, of which $62,200 will be the cost to the State.

Linn County is requesting a paving project on the Hamilton Creek School-Berlin Section on FAS 214. The estimated cost of this project is approximately $110,000, of which $22,000 will be the cost to the State.

Union County is requesting a bridge project over the Grande Ronde River on Hull Lane, FAS 31-112. The estimated cost of this project is approximately $150,000, of which $30,000 will be the cost to the State.

The request by Wallowa County is for a bridge over Whiskey Creek on FAS 487. The estimated cost of this project is approximately $30,000, of which $6,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost is approximately $651,000, of which $130,200 will be the cost to the State.

This matter will be on the agenda for the August 8 meeting, and I recommend your approval.

Attachments

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
Vern Skoog
L. H. Young
H. S. Cox
J. B. Boyd
J. F. Putnam
W. E. Schwartz
J. H. Versteeg
Gary Ross
Gary Sund

HR:ljt ja

7-25-72

COOS COUNTY
Proposed Project (1973 Funds)

FAS 255: S. Coos River (Landrith) Bridge Section. Preliminary engineering and plans for structure, $50,000. M.P. 4.0.

Perform the preliminary engineering and make up the plans for the Landrith Bridge. The structure will be approximately 1,000 feet long with a 32-foot clear roadway.

The County has retained a consulting engineering firm (Oregon Bridge Engineering Company) for these services.

ADT: Exist - 530
1990 - 850

Valley Sentinel
Coquille---------8-24

Project OK'd

The Oregon State Highway Commission today approved five Federal-aid Secondary projects, one each for Coos, Lake, Linn, Union, and Wallowa Counties, for a total cost estimated at $651,000, of which $130,200 will be the cost to the State.

The Coos county request is for preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. Estimated cost of the project is $50,000.

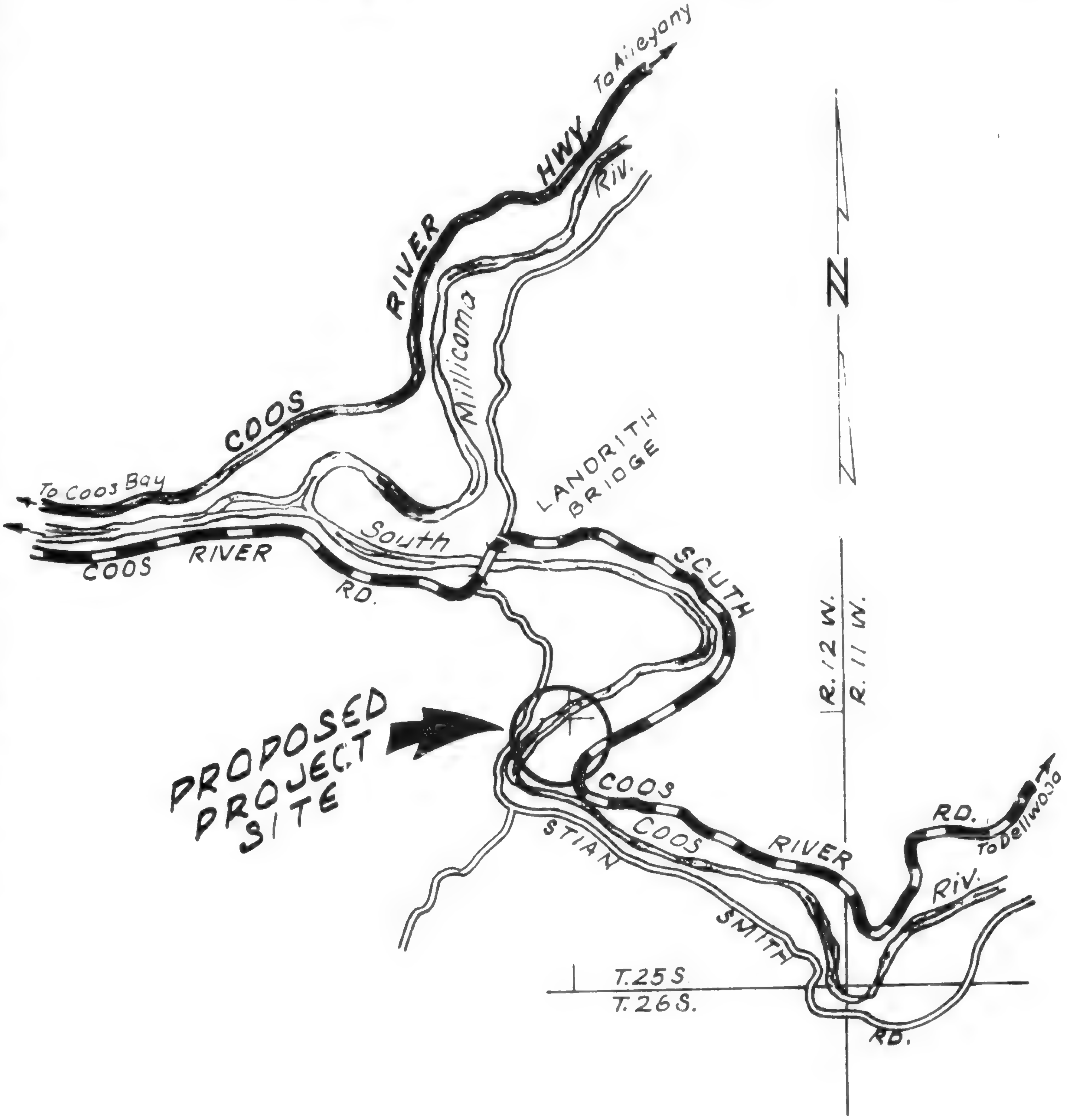
The World
Coos Bay---------8-14

Secondary Projects OK'd

The Oregon State Highway Commission has approved five Federal-aid Secondary projects, one each for Coos, Lake, Linn, Union and Wallowa Counties for a total cost estimated at $651,000 of which $130,200 will be the cost to the State

The Coos County request is for preliminary engineering and plans for the Landrith Bridge over the South Coos River. Estimated cost of the project is $50,000

72-e
7/25/72


To Allegany
COOS RIVER HWY
Millicoma Riv.
To Coos Bay
COOS RIVER RD.
South
LANDRITH BRIDGE
SOUTH
N
R.12W.
R.11W.
PROPOSED PROJECT SITE
COOS
COOS
RIVER
RD.
To Dellwood
Riv.
STIAN
SMITH
T.25S
T.26S.
RD.

S. Coos Riv. (Landrith) Br. Sect.
S. COOS RIVER RD
Coos County

Form FHWA-121 (12

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 14, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

cy Hall [illegible]
7.21.72

SUBJECT: Oregon Project FAS 255
Consultant Agreement (Draft)
Coos County and Oregon Bridge Engineering Co.

The subject draft agreement and the attached comments of Mr. W. J. Hart that were attached to Mr. Cox's June 22 letter have been reviewed. I am in agreement with Mr. Hart's suggestions and would like to add the following:

1. Somewhere on Page 1 should be the address of the consultant's office doing the work.
2. On Page 9, Section IV, Paragraph F should be a provision for ownership of completed work by the County in the event of termination.
3. On Page 2, Section I, Paragraph A-1, instead of using the design criteria of an "HS-20 or greater design loading," a more specific limit should be used.

7-20-72

al

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FAS 255
Coos Co

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUN 16 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ PPE ☐

DATE June 16, 1972

TO County-City Section
Attention Mr. Robert Prange

FROM Walter J. Hart
Bridge Engineer

Walter J Hart

SUBJECT Consultant's Agreement

Returned herewith is the draft of a consultant's agreement between Oregon Bridge Engineering Company and Coos County in connection with the Landrith Bridge over Coos River.

Our comments are as follows:

Change wording of Section IV - K, Miscellaneous Provisions, Civic Rights Act, to agree with Appendix A of the Standard Department of Transportation Title VI Assurances, copy enclosed.

Responsibility for subsurface exploration and drilling is not clear. In Article I - B - 1, Work to be Done by Others, County, all costs for subsurface exploration and drilling will be borne by the County. In Exhibit "C", page 4, Preliminary Phase, Article I - 1 - 6, Foundation Investigation includes Onsite, and on page 5 of Exhibit "C" an allowance is included for a Foundation Consultant. If jobsite drilling costs are separate, it should be so stated.

Responsibility for inspection of construction of precast beams off the jobsite is not clear. Materials sampling and testing by the State, as shown in Article I - B - 2 - b, is usually performed in conjunction with construction of precast beams in casting yards. The Consultants have included under Construction Engineer Costs, Exhibit D, an allowance for Offsite Inspection - Precast Beams.

Include under Article I - A - 7, "Construction Engineering and Inspection by Consultant" the following:

> "Obtain, prepare, and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard."

JD:dh

✓

RECEIVED
COUNTY & CITY SECTION
JUN 12 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Coos FAS No. 255 Date 6/7/72
County Road Name South Coos River
Section Name Landrith Bridge
Type of Project Bridge
Location of Project (Attach sketch map) ______
ADT ______ Design Speed ______

Is this request for county bridge design only? Yes ______ No ______
County FAS bridge design? Yes X No ______

I. ROAD PROJECT DATA

1. Traveled Surface: Type ______ Width ______
2. Shoulders: Type ______ Width ______
3. Grading & Drainage:
   By County ______ County Date of Completion ______ By Contract ______
4. Bottom Base Course:
   By County ______ County Date of Completion ______ By Contract ______
   Has base design been given to County? Yes ______ No ______
   Will it be furnished? Yes ______ No ______
5. Leveling Course:
   By County ______ County Date of Completion ______ By Contract ______
6. Binder Course:
   By County ______ County Date of Completion ______ By Contract ______
7. Traveled Surface & Shoulders:
   By County ______ County Date of Completion ______ By Contract ______
8. Clearing:
   By County ______ County Date of Completion ______ By Contract ______
9. Curbs:
   Curbs Required? Yes ______ No ______
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ______
   Width between curbs ______
10. Are pedestrian walkways necessary? Yes ______ No ______
11. Are there any structures to be replaced or altered? Yes X No ______
12. Will replacement be by: County ______ Contract X
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

Note: [illegible] made by H.S. C[illegible] & Lew K[illegible]
([illegible])

13. **Will County adjust structure to new grade?** **Yes**____ **No**_____

14. **Will County adjust structure to additional width?** **Yes**____ **No**_____

15. **Will adjusted width be standard? Yes**_____ **No**_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes**_____ **No**_____

17. **Does County wish sight posts installed? Yes**_____ **No**_____

18. **Does County wish State to permanently** stripe **project? Yes**_____ **No**_____

19. **Will County do striping? Yes**_____ **No**_____

20. **Does County wish guardrail installed? Yes**_____ **No**_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No X

25. Will detour be maintained by County? Yes_____No_____

26. Will detour be maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired________________________________

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream South Coos River

2. Name of bridge Landrith Bridge

3. Dimensions of existing bridge. Length 957 Roadway Width 20'

4. Type of design and material used in existing bridge. steel truss - wood construction

5. Location (please attach map with location marked): existing bridge
Section 26 Township 25 South Range 12 West W.M.

6. Desired width of bridge 32' (32' x 1000)
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ___ No X
Upstream ___ Downstream ___ Width ___

8. Does County wish a particular type of bridge design? Yes ✓ No ___
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete piling
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ___ No X
Explain

10. Foundation Testing: By County? Yes X No ___
By State? Yes ___ No ___

11. Will County close road during construction? Yes ___ No X

12. Can presently established road be used as detour? Yes X No ___

13. Must a new detour be constructed? Yes______ No__X___

14. Will detour be maintained by County? Yes______ No______

15. Will detour be maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes__✓___No______

18. Approaches or Connections by County Yes__X___ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__X__No______ Roads leading up stream and down stream on both ends of new structure.
N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes__X__ No_____
By County __X___ Contractor_______ Location to be determined after design completed.
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes__X__ No_____
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? **Yes**_____ **No**_____
By Contractor? **Yes**__X__ **No**_____

23. **Will any of the following utilities be attached to this structure?**

a. **Water mains:** **Yes**________ **No**__X__ **Size**__________
Company______________________________
b. **Sanitary sewer mains:** **Yes**________ **No**__X__ **Size**__________
Company______________________________
c. **Storm sewer:** **Yes**________ **No**__X__ **Size**__________
Company______________________________
d. **Gas mains:** **Yes**________ **No**__X__ **Size**__________
Company______________________________
e. **Power lines:** **Yes**________ **No**________ **Size**__________
Company______________________________
f. **Telephone lines:** **Yes**________ **No**________ **Size**__________
Company______________________________
g. Other Utilities: Not known at this time.

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X__

26. Does County wish complete job of illumination in project?
Yes________ No__X__

27. Is project contingent upon other factors? Yes_______ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ~~X~~ No______ by Consultant.
   By County? Yes______ No______
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No________

3. Construction plans and specifications to be prepared:
   By State? Yes ~~X~~ No_______ by Consultant.
   By County? Yes________ No_______

4. Does County desire center line to be permanently monumented as part of project? Yes X No_______

5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No_______
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum ________
   Will be purchased.

2. Is any additional right-of-way needed? Yes X No _____

3. Will right-of-way be acquired by: Resolution _____ or Deed X

4. Should State prepare options? Yes X No _____ b

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No _____ by County

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right-of-way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes X No _____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
    If yes, give type and name of utility company: ________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes _____ No _____
    If yes, give type and name of utility company: ________________________

13. Are utilities on existing right-of-way by permit ______ or by franchise ______
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No _____
    If yes, give name of irrigation company or district ________________________
    and dates between which water can be turned off: From ________________
    To ________________

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad ________________________________

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: ______________ (Left) ______________(Right)

19. Number of Trains: Passenger__________ Speed__________
Freight__________ Speed__________

20. Angle of Intersection:______________________________

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:______________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes__X__ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes__X__ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV______________________________
____
____

V. **MATERIAL SOURCES DATA**

1. Gravel ________________ Quarry________________ Cinders ________________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township__________Range________ W.M.

4. If County lease, what are royalty payments?______________________________

5. Materials furnished by County: Borrow______ Select Topping ______
Base Course______ Level Course______ Mineral Agregates______
Location______________________________
Miscellaneous Items______________________________

Remarks re Section V______________________________

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 737,[illegible] [illegible] County [illegible] 48,[illegible]

2. Available FAS Funds $________________

3. Does County wish advancement of future Federal funds? Yes X No_____
Amount sufficient to complete project.

4. Date match money is available________________

5. Will there be any 100% County money? Yes______ No______

6. Maximum amount of 100% County money available: $________________

7. Date County requests letting: earliest possible date.

Remarks re Section VI______________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES:______________________________

This application is not complete without an attached exhibit showing location of project.

By M. R. Mickey Moffitt
County Judge or Comm. Chairman

By______________
County Commissioner

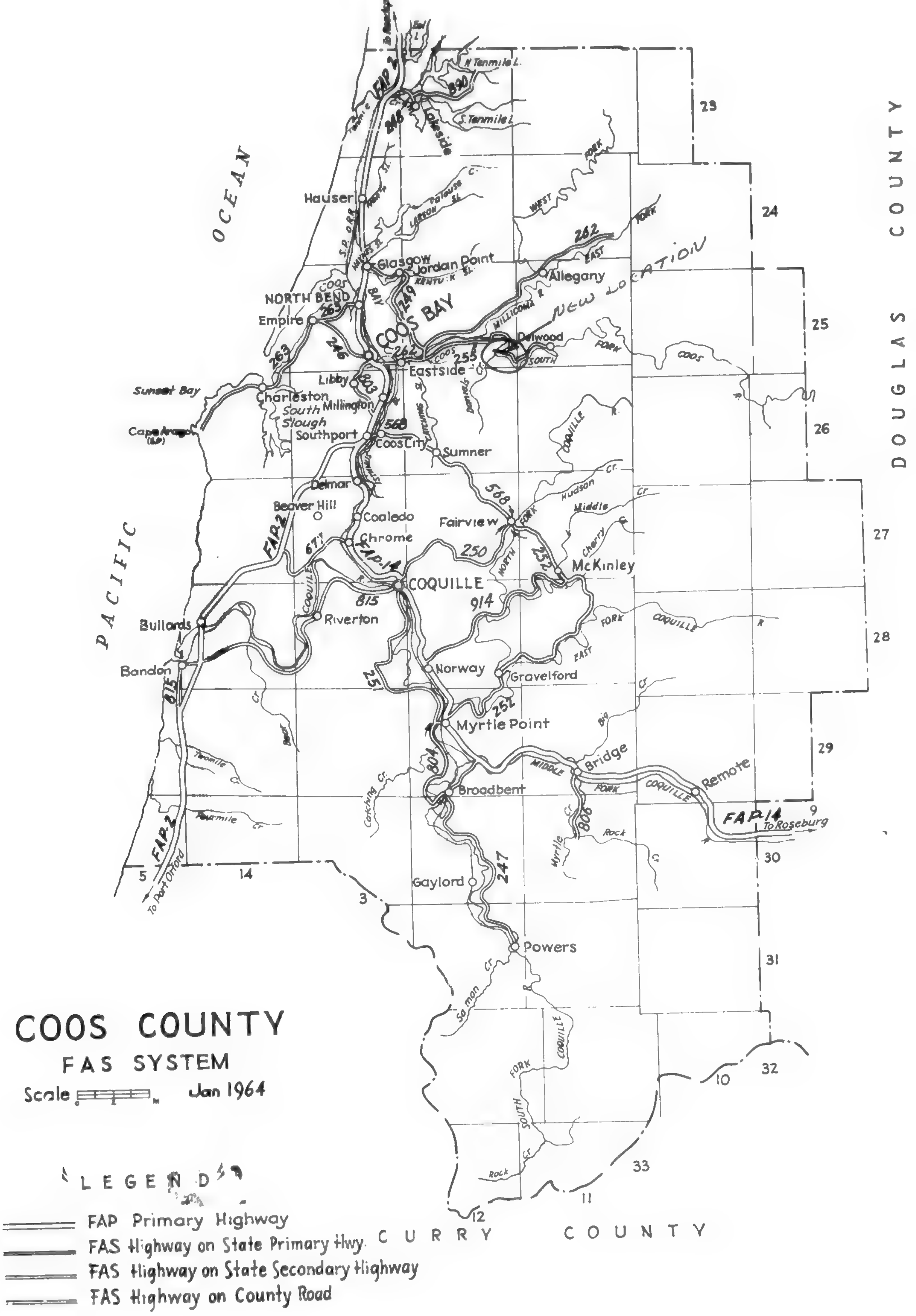
By______________
County Commissioner

By______________
County Engineer or Roadmaster

County Coos
Date June 8, 1972

____
O.S.H.D. Field Engineer

Date______________



To Reedsport
Eel L.
N Tenmile L.
S. Tenmile L.
Lakeside
FAP 2
890
248
Hauser
S.P. R.R.
Larson Sl.
Palouse Cr.
West Fork
East Fork
262
Glasgow
Jordan Point
Kentuck Sl.
249
Allegany
Millicoma R.
New Location
NORTH BEND
Coos Bay
263
Empire
COOS BAY
Delwood
South Fork
Coos
255
Eastside
246
Libby
803
Daniels Cr.
Sunset Bay
Charleston
Millington
South Slough
Cape Arago
568
Southport
Coos City
Sumner
Coquille R.
Delmar
Beaver Hill
Coaledo
Fairview
Hudson Cr.
Middle Cr.
North Fork
Cherry Cr.
Chrome
250
252
McKinley
FAP 14
COQUILLE
815
914
Riverton
Bullards
Bandon
Norway
Gravelford
East Fork
Coquille R.
251
Myrtle Point
Big Cr.
Middle Fork
Bridge
Remote
Broadbent
804
806
Catching Cr.
Twomile Cr.
Fourmile Cr.
Myrtle Cr.
Rock Cr.
FAP 14
To Roseburg
FAP 2
To Port Orford
Gaylord
247
Powers
Salmon Cr.
South Fork Coquille
Rock Cr.
PACIFIC
OCEAN
DOUGLAS COUNTY
CURRY COUNTY
23
24
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5

COOS COUNTY

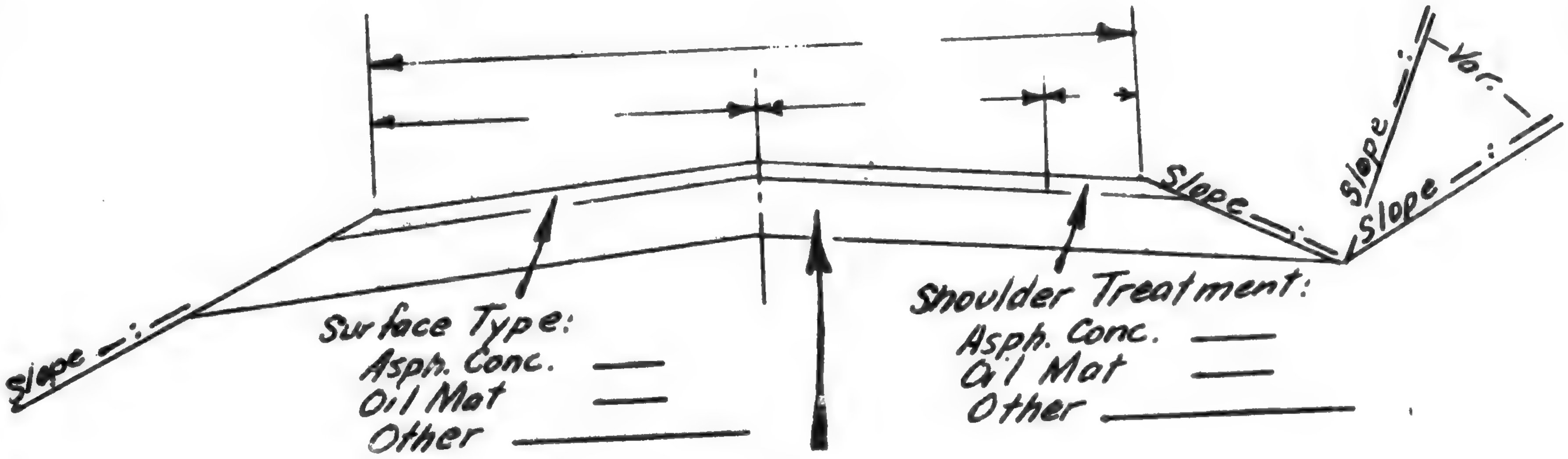
FAS SYSTEM

Scale ⊢⊣⊢⊣⊢⊣ Jan 1964

LEGEND

- FAP Primary Highway
- FAS Highway on State Primary Hwy.
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

TYPICAL SECTION

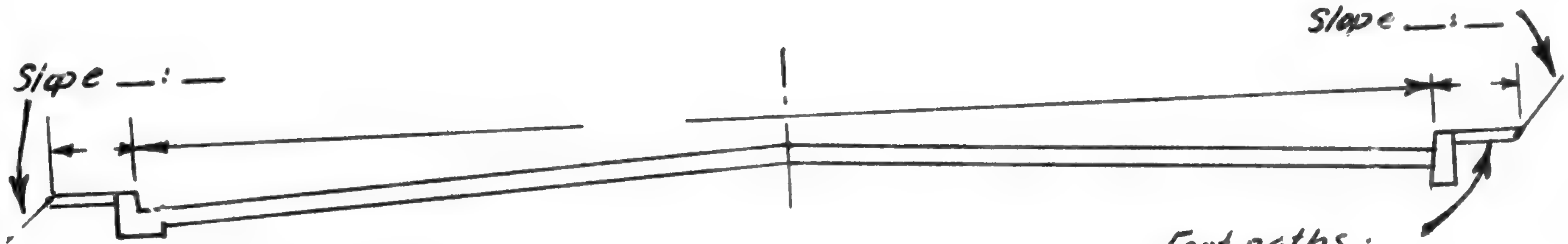


Slope —:—
Slope —:—
Slope —:—
Slope —:—
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

☑ ENGR. ☑ COOR. ☑ UE ☑ T.E ☑ [illegible]
☑ UPE ☑ [illegible] ☑ RE ☑ RPE ☐

May 24, 1972

Mr. M. R. Moffitt, Chairman
Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Dear Mr. Moffitt:

It is our understanding that you wish to apply for an FAS-C project in connection with the Landrith Bridge on Coos River Road, FAS 255. There are enclosed application forms for this purpose. Please return one completed and signed form to this office as soon as possible so that it can be processed for approval at the June 27 Highway Commission meeting.

Mr. Wally Palmateer of Oregon Bridge Engineering Company has discussed with us the matter of his consulting firm doing the engineering work on this project. He is sending you the consultant agreement this week. This agreement should also be processed as soon as possible so that approvals can be obtained from the Federal Highway Administration and Mr. Palmateer.can be authorized to perform the engineering work at an early date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt
Encl.

5054 10-12-71

REFERRED TO
admin
BY SECRETARY

Edwards

ROAD HEARING NOTICE

Coos County will conduct a formal corridor-design public hearing on Tuesday, November 23, 1971, at 8:00 P.M. in the Coos River School preceded by an informal information hearing at 7:00 P.M. at this same date and place, for the purpose of discussing the improvement/construction of Chandler-Landrith Bridge (West Unit) section of Coos River Road. The proposed project lies near the cities of Coos Bay and Eastside, Coos County, Oregon.

The proposal consists of grading, draining, surfacing, paving and structures on Coos River Road beginning at Chandler Bridge thence easterly approximately 2.7 miles.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Coos County Commissioners, but must be received not later than 10 days after the public hearing.

Young - Cox
10-18-71

NOTED
TOM EDWARDS

RECEIVED
OCT 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1
STATE [illegible] COMMISSION

NOTED
F. B. KLABOE

Coos County

BOARD OF COMMISSIONERS — LONNIE VAN ELSBERG FRANK L. REMA M. R. "Mickey" MOFFITT ~~[illegible]~~

COQUILLE, OREGON 97423

October 12, 1971

The World
P. O. Box 779
Coos Bay, Oregon 97420

Attention: Classified Ads Department

Gentlemen:

Attached is Coos County's notice to interested parties in or near the cities of Coos Bay and Eastside, Coos County, Oregon, relative to its proposal for the Chandler Bridge-Landrith Bridge (West Unit) section of Coos River Road. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, October 15, 1971 and Tuesday, November 16, 1971. Please submit your billing in triplicate to the Coos County Board of Commissioners and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

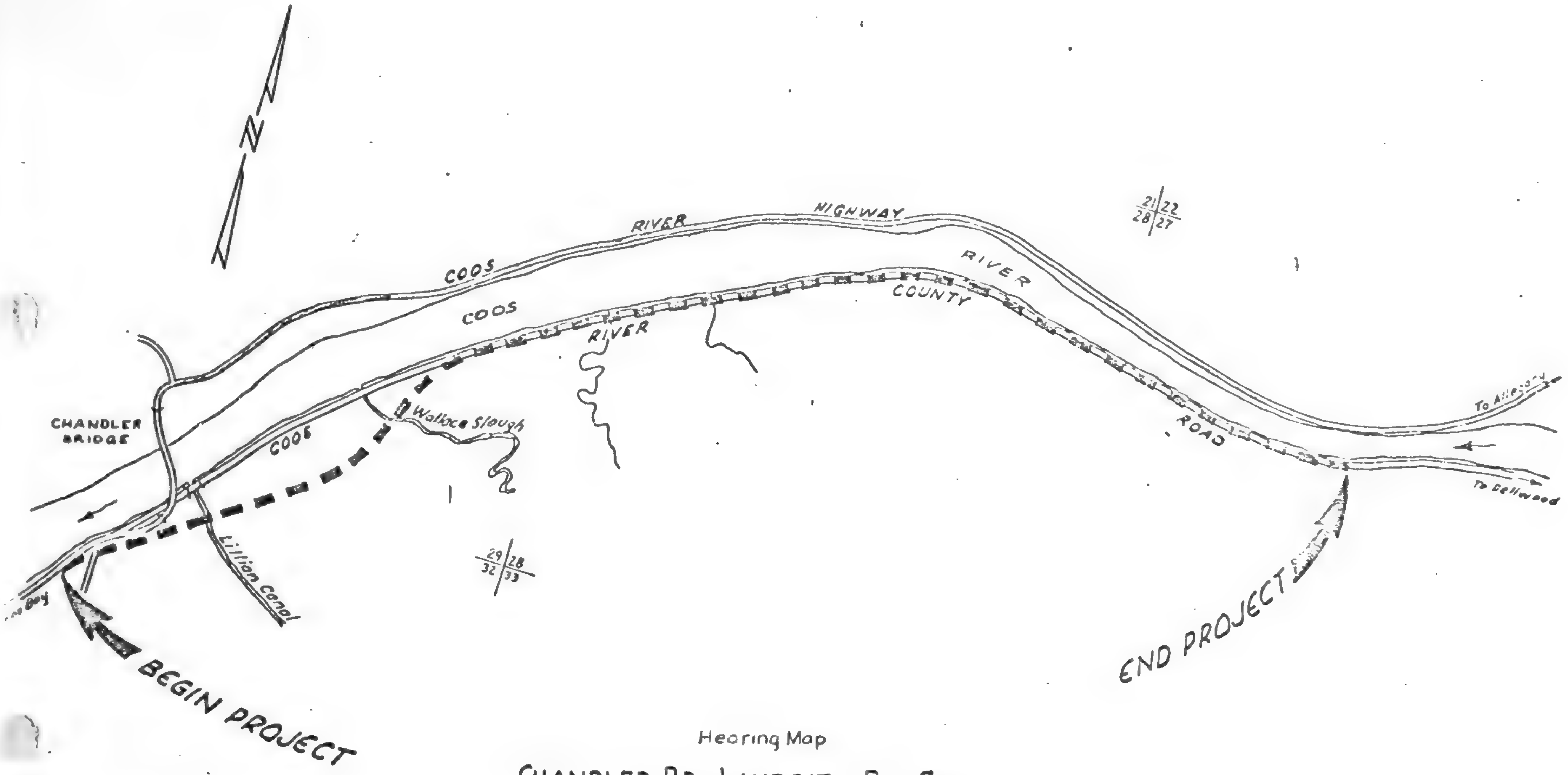
BOARD OF COMMISSIONERS

Chairman

Lonnie Van Elsberg
Commissioner

M. R. Mickey Moffitt
Commissioner

Att: Notice & Map


CHANDLER BRIDGE
COOS
RIVER
HIGHWAY
COOS
RIVER
COOS
RIVER
COUNTY
RIVER
ROAD
Wallace Slough
Lillian Canal
21 22 28 27
29 28 32 33
Bay
To Allegany
To Dellwood
BEGIN PROJECT
END PROJECT

Hearing Map

CHANDLER BR.-LANDRITH BR. SECT.
(WEST UNIT)
COOS RIVER ROAD
COOS COUNTY

Landreth bridge
Coos Co.
(Co proj. on FAS 255)

FORM E-30 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 27, 1968

NOTED
H. S. COX

SUBJECT:

To: Mr. I. D. Merchant
Bridge Engineer
SALEM

Attention A. A. Rear

By a copy of the attached letter, I was requested by A. A. Rear, Assistant Bridge Engineer, to contact Gerald Ulett, County Engineer for Coos County, and make an inspection with him of the Landrith Bridge. I was unable to contact Mr. Ulett on the day that I was in Coos Bay so I made an inspection of the subject bridge by myself on May 23, 1968.

This structure is a single span, through truss over the South Fork of the Coos River with wooden trestle approach spans. My inspection revealed that the trestle piling on the north side of the river shows a considerable amount of rotten wood at the ground line. At Bent No. 4 and 7 (counting from the north end) I found one pile in each of these bents which was completely rotted through. One pile was even swinging free at the ground line.

The pile which I could observe in the river showed a considerable amount of deterioration at the water line. The piling above ground, caps, and stringers all appear to be in good shape. The wooden stringers on the steel span also appear to be in good shape. The steel span itself is good except where overheight loads have bent the portal sections. Vertical clearance on this structure is 13' 8".

On May 24, 1968 I contacted Mr. Ulett by telephone and advised him what my very limited inspection had revealed. I suggested that he uncover each piling at the ground line to determine how serious the deterioration is. We discussed several methods of replacing the piling. I indicated that I would be willing to accompany him on an inspection at some later date if he requested my help.

John Quiner
JOHN QUINER II
Assistant Division Engineer

NOTED
HAROLD
REYNOLDSON

JQII/cw
cc H. S. Cox ✓

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

Co Project
Landrith Bridge
Coos Co

RECEIVED
MAY 3 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

May 2, 1968

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Department,
State Highway Building,
Salem, Oregon

Dear Sir:

Mr. Ed Olson, Coos Bay representative of the State Industrial Accident Commission, has reported to me that he has been directed to examine Landrich Bridge and report to his superiors. He is now aware of our plans to increase the verticle clearance, however he has expressed concern over the condition of the piling which supports the approaches to this bridge.

Can your Bridge Division inspect the piling for us? We do not believe that any replacement is indicated at this time, but inasmuch as we are being questioned by a state agency, we would like some expert advice.

Yours very truly,

Gerald W. Ulett
County Engineer

Copy to :- Ivan Merchant
5-3-68
Talked to Rooke about this letter. He will answer.

S;

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Fred W. Hill, Member
Nolin

March 20, 1968

Mr. Gerald W. Ulett
Coos County Engineer
Courthouse
Coquille, Oregon

Dear Jerry:

In reply to your letter of March 18, the following has been established.

[redacted]

Preliminary design on Landrith Bridge has been made; it is presently being checked; and final design and estimates should be ready for you approximately March 29.

The new general road map for Coos County should be available approximately June 1. In case of emergency, it might be possible for this division to obtain a few preliminary prints for you prior to the above-mentioned date. Please advise if deemed necessary.

The Highway Department now uses the Halda Odometer. It may be obtained from:

Vilem B. Haan, Inc.
1305 Santa Monica Boulevard
Los Angeles, California 90025

State cost for this machine is $58.05. This price includes a 6" cable extension. Other extras might include a drive cable for $5.40 and an addition gear for $1.50. This machine is an odometer only (no speedometer). It will both add and subtract mileage and has a device whereby the trip may be instantly reset to zero. I believe they are also lighted for night use.

I trust the above adequately answers your questions.

Very truly yours,

NOTED
H. S. COX

H. S. Cox
County and City Engineer

NOTED
P. B. Arensmeier

HSC:mm

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON

Coos Co, G.C.

County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

March 18, 1968

NOTED
H. S. COX

Mr. H. S. Cox, County-City Engineer,
Oregon State Highway Department,
State Highway Building,
Salem, Oregon 97310

Dear Si:

I have three questions involving the Highway Department and which I am hopeful you will be able to answer.

Firstly, can you tell me about when I can expect to receive a redesign of the windbracing on Landrith Bridge? This bridge is being struck about once each week and we are anxious to increase the vertical clearance.

Luther [illegible] it next week

Secondly, when do you expect the new general road map of Coos to be available? I am making some changes in this department which require the preparation of some special maps and hope to use the new one as a base.

June 1.

Thirdly, from whom can I purchase odometers registering hundredths of a mile? I assume that you buy many of these.

Yours very truly,

Gerald W. Ulett
Gerald W. Ulett
County Engineer

Haien [illegible]
Vilem B. Haan Inc
1365 Santa Monica Blvd
L A California

GWU/ed

55.75

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Coos Cr Rds (FAS 255)

County of Coos
COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

NOTED
H. S. COX

January 24, 1968

Mr. H. S. Cox, County City Engineer,
Oregon State Highway Bldg.,
Salem, Oregon 97302

Dear Mr. Cox:

Landrith Bridge, which is identified by your number 2513, spans the South Fork of Coos River on Landrith County Road, which you designate as Road No. 768. This road is also FAS No. 255. The drawing numbers for this bridge are Nos. 6504 through 6507 and also 6531.

Loaded log trucks frequently strike the superstructure at the north end of this bridge, even though they may be within the legal height regulation if measured on a level section. The vertical clearance is a scant 14 feet, but the top log,if it extends forward, is sometimes higher than 14 feet because of the slope on the bridge approach.

I have discussed this problem with Gene Ash, your Bridge Engineer from Coquille, and he advises me that it may be possible to redesign the superstructure to provide as much as 18 inches more vertical clearance.

By what procedure can we request engineering assistance from your department?

Yours very truly,

Gerald W. Ulett
Gerald W.Ulett
County Engineer

Br Division will design.
County will do work.

GWU/ed

RECEIVED
JAN 25 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
HAROLD
REYNOLDSON

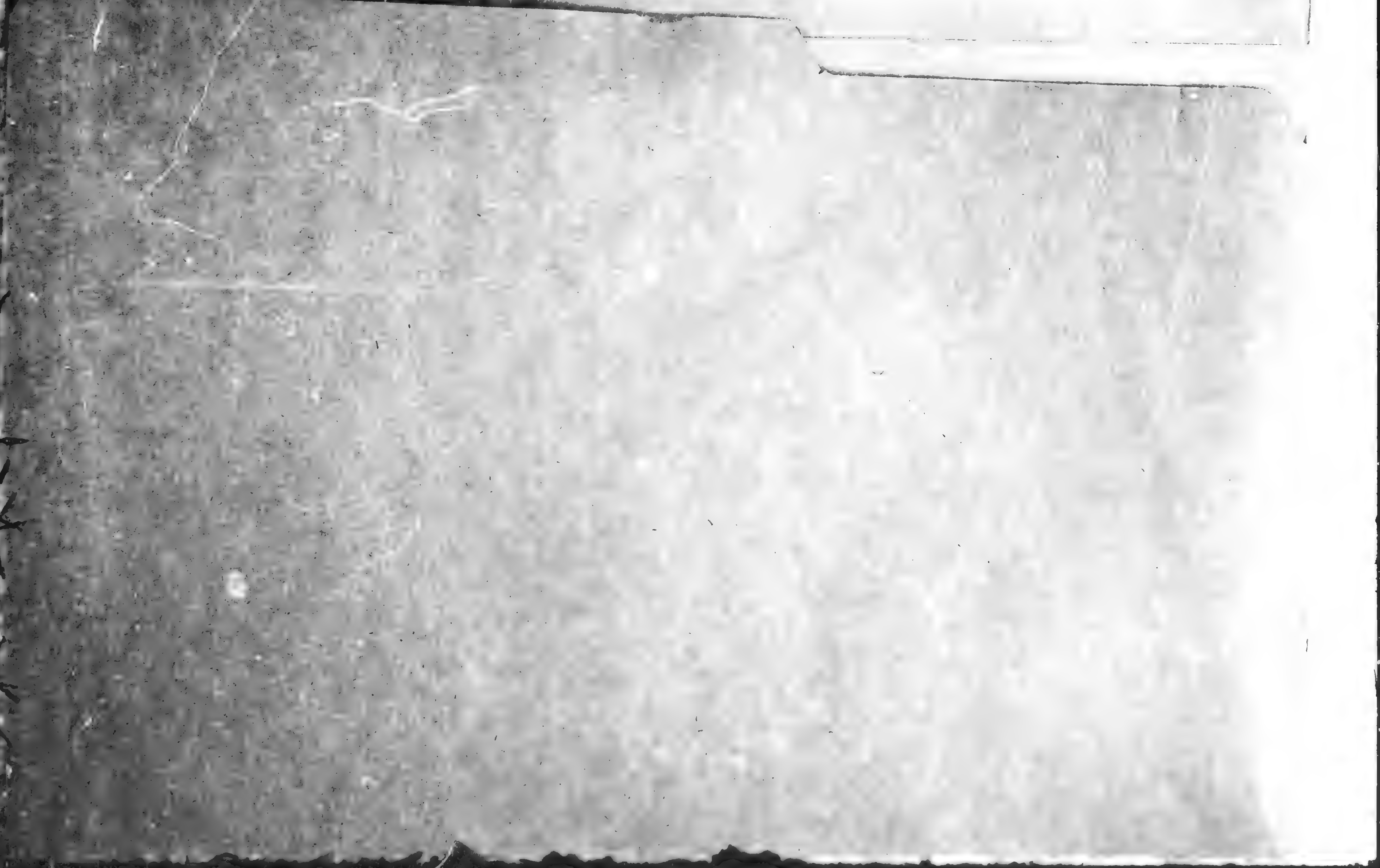
Copy to:
Ted Roake

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

8054 S. Fk. Coos Riv.-(Landrith) 1974
Bridge E. of Eastside
(Structure) #2



L + A 5037 – 8/8/74
L + A 4599 – 11-13-72

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

CON 5

Mr. Rookne Luckman
County Engineer
Coos County
Courthouse
Coquille, OR 97423

May 27, 1977

Dear Mr. Luckman:

The final accounting for preliminary engineering has been accomplished for your FAS-C Landrith Bridge Replacement Project over the South Fork of the Coquille River on FAS A432.

A refund of $1,235.18 is indicated on the attached summary. This refund will be mailed in the near future in two checks ($1,000 and $235.18).

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
REGIONAL ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc Program Management ✓
Bill Brown
Eugene Ash

PROJECT MANAGEMENT
JUN 2 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me
X						

Glen Clark
Region 3 Federal Aid Engineer

May 26, 1977

Robert H. Prange
Local Projects Engineer

P.E. Final Billing
S. Fork Coos River (Landrith) Br.
FAS A432 (formerly FAS 255)
Coos County

Would you please forward one copy of the itemized statement of the final costs of the preliminary engineering for this project to Coos County. Also inform them that this refund will be in two checks; one for $1,000.00 and the other for $235.18.

HR:ljt

Att.

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County Board of
Commissioners
Courthouse

Coquille, OR 97423

Attention of Hon. Irene Johnson, Chairman

Request No. (assigned by staff engineer or head of section) cc 1728

Date May 24, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING:

P.E. for the S. Fork Coos River (Landrith) Bridge Section
FAS A432 (formerly FAS 255)

Covered by agreement dated ~~11/21/73~~
Aug. 8, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount retained in advance deposit	$1,000.00	
		Refund due County		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 8,250.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 7,250.00

Give the number of the last previous request in connection with this same service. cc 1343

Credit distribution:
506-1985-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
George N. Hopkins
George N. Hopkins, Loc. Gov't Engr.
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 24, 1977

County Coos **Contract No.** P.E. **Date Completed** ---

FAS A432 (formerly FAS 255) **Section** S. Fork Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E. Charges (Federal Part.)		$29,619.25
Funds Collected from FHWA		18,855.61
		$10,763.64
Non-Participating	$1,633.00	

$$\frac{10,763.64}{2} + 1,633.00 = \$7,014.82$$

County Advance Deposit	$8,250.00
County Share of PE Costs	7,014.82
Refund due County	$1,235.18

Reference: **Billing Form** cc 1728

Form A-[illegible]—5M—4-[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Coos County
Board of Commissioners
Courthouse
Coquille, OR 97423
Attention Irene Johnson, Chairman

This Space for Use of Accounting Division

Date May 24, 1977
Invoice No.
P. O. No.

Additional refund for Preliminary Engineering for the S. Fork Coos River (Landrith) Bridge Section, FAS A432 (formerly FAS 255).

Covered by agreement dated August 8, 1972 - $235.18

Ref. cc 1343 & cc 1728

George N Hopkins
George N. Hopkins
Local Government Programs Engineer

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

April 12, 1977

Mr. Rockne Luckman
County Engineer
Coos County
Courthouse
Coquille, OR 97423

Dear Mr. Luckman:

This is to advise that the final accounting has been completed on your FAS-C South Fork Coos River (Landrith) Bridge project and a refund of $56,671.92 will be sent to Coos County in the very near future. A summary of the final costs are attached.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
V.E. Skoog
B.E. Brown
Eugene Ash

Hal

NOTED

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 3, 1977

County Coos **Contract No.** 8054 **Date Completed** 11/12/75

FAS A-432 (Formerly FAS 255) **Section** S. Fork, Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$1,332,845.16
Engineering		90,683.92
Total Project Cost		$1,423,529.08
Less Federal Participation		1,013,940.00
Less State Participation		141,661.00
County Share of Costs		$ 267,928.08
County Advance Deposit	$324,600.00	
County Share of Costs	267,928.08	
Refund Due County	$ 56,671.92	

Reference: Billing Form cc-1681

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Coos County
Courthouse
Coquille, Oregon 97423

Attention of Hon. Irene Johnson, Chairman
Board of Commissioners

Request No. (assigned by staff engineer or head of section) cc-1681

Date April 4, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: S. Fork, Coos River (Landrith) Bridge Section
FAS A-432 (Formerly FAS 255)
Covered by Agreement dated 11/21/73

To Glen Clark
4/6/77

Itemized Statement: (Construction)

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$324,600.00	
		Amount Previously Transferred	260,600.00	
				$64,000.00
		County Share of Construction Costs	$267,928.08	
		Amount Previously Transferred	260,600.00	
				7,328.08
		Refund Due County		$56,671.92

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:
506-1024-297

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 324,600.00

Submitted by: Harold Reynoldson
Harold Reynoldson

Is this a partial or final request for billing? Final

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 260,600.00

Give the number of the last previous request in connection with this same service. cc-1442

Approved: George N. Hopkins
G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 3, 1977

County Coos **Contract No.** 8054 **Date Completed** 11/12/75

FAS A-432 (Formerly FAS 255) **Section** S. Fork, Coos River (Landrith) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor		$1,332,845.16
Engineering		90,683.92
Total Project Cost		$1,423,529.08
Less Federal Participation		1,013,940.00
Less State Participation		141,661.00
County Share of Costs		$ 267,928.08
County Advance Deposit	$324,600.00	
County Share of Costs	267,928.08	
Refund Due County	$ 56,671.92	

Reference: Billing Form cc-1681

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Coquille, Oregon
October 26, 1976

FROM: Eugene H. Ash
Box 716
Coquille, Oregon

SUBJECT: Landrith Bridge
Prefix 506-1024
Contract #8054

TO:
Glenn Clark
Regional Federal Aid
Roseburg, Oregon

Dear Sir:

Enclosed is a copy of the county voucher for payment attached to the bills from Oregon Bridge, for the Preliminary Engineering for the above mentioned bridge contract. Please forward these to City County to Robert Prange for processing.—Oregon Bridge stated that the total payment for the P.E. was 36,250 dollard which also is the total amount from the county records.

Hope this will satisfy everyone because Oregon Bridge has been paid and won't go to any great expense for any further documentation.

Yours truly,

Eugene H. Ash
Eugene H. Ash

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 253
Coos County

June 24, 1976

Mr. Bob Schrag, Office Manager
Coos County Highway Department
P. O. Box 66
Coquille, Oregon 97423

Dear Mr. Schrag:

We have reviewed the billing in the amount of $717.27 due for right-of-way costs in regard to the Landrith Bridge FAS-C project. Coos County received a final accounting of right-of-way expenditures by our letter of July 3, 1975; therefore, we erred in sending you this latest invoice.

Please disregard the billing and accept our appologies for any apprehension or inconvenience we might have caused.

Very truly yours,

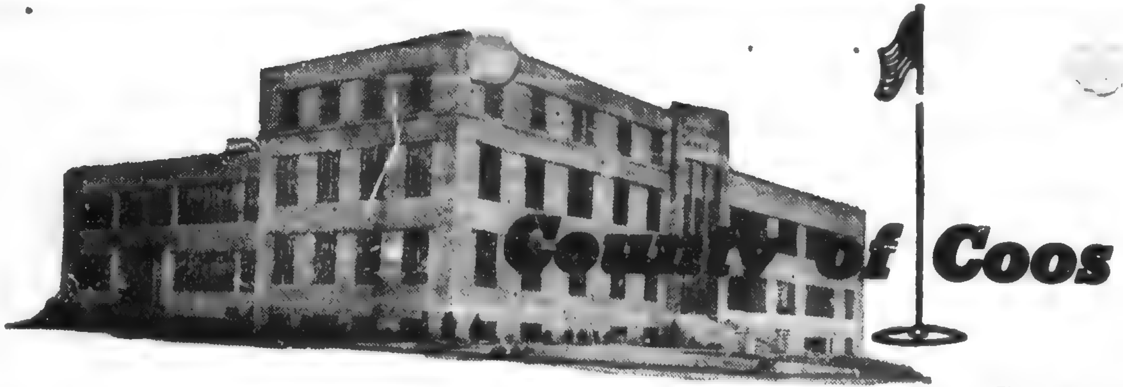
Robert H. Prange
Rural Engineer
County-City Unit

RHP:sch

cc: Finance
Right-of-Way Section

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 255
Coos Co



COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

June 15, 1976

Oregon State Highway Division
c/o Don Harwell
State Highway Duilding
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Dear Sir:

In regards to enclosed billing this bridge was accepted last fall and a portion of our $20,000.00 deposit to Si Cox for R/W purposes has been re-imbrused.

We were under the impression that all R/W's had been taken care of. Please give this billing full consideration.

Thank You.

Kindest Regards

Bob Schrag

Bob Schrag - Office Manager

Pay
Please review
H

BS/jc
encl.

OREGON STATE
HIGHWAY DIVISION

FORM 81-734-:150

HIGHWAY DIVISION INVOICE

NO. 119795

DATE: 6-4-76

BILLING REQ. NO.: CA 2318

YOUR ORDER NO.: --

CREDIT DISTRIBUTION: 506-2056-418-632

C00SCTY

- Coos County
- County Courthouse
- Coquille, OR 97423

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Right-of-Way costs incurred by OSHD in regard to Landrith Bridge, Coos County, per Agreement dated July 12, 1974, section 7a (page 4).			
Salaries and Wages		612.92	
Per Diem		30.25	
Equipment Rental		74.10	
Amount Due---------------------			717.27

RECEIVED
JUN 14 1976
COOS COUNTY HIGHWAY DEPARTMENT
COQUILLE, OREGON

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FAS 255
Coos Co

Robert W. Straub

July 3, 1975

Mr. L. L. Buoy
Coos County Roadmaster
Coquille, Oregon 97423

RE: Right-of-Way
S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Buoy:

This is in reply to your letter of June 19 requesting an explanation of our expenditures for the right-of-way for this bridge project.

Net cost of land purchases	$3,125.00
Severance damages	3,135.00
Appraisals, taxes, etc.	1,870.44
Title costs	104.32
Negotiations	456.07
Total expenditures	$8,690.83

County's advance deposit	$20,000.00
Amount returned to County (ck. #001241)	500.00
Remaining	$19,500.00
Less amount expended for right-of-way	8,690.83
Amount yet due county	$10,809.17

Since this later amount of $10,809.17 was transferred in Highway funds and not left in our advance deposit, you will receive this $10,809.17 by a seperate check.

Very truly yours,

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:geh

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

930	Equ Rental					5.30
	Payroll adjustment					− 9.77
	Payroll					246.79
	Payroll					1.50

[illegible]	510	2031	407	00	65.65	[illegible]
	510	2031	410	[illegible]	117.00	[illegible]
		** JOB TOTALS **			182.65 **	[illegible]
MATERIAL	515	2077	411	00		[illegible]
	515	[illegible]	411	10		[illegible]
	515	[illegible]	426	00	1.20	1.00
	515	[illegible]	427	00		[illegible]
		** JOB TOTALS **			1.20 **	[illegible]

Date July 3, 1975

Invoice No.

P. O. No.

OREGON STATE HIGHWAY DEPARTMENT

by

Coos County Road Department

Courthouse

Coquille, Oregon 97423

Attention Mr. L. L. Buoy - Roadmaster

To refund overpayment made by Coos County Road Department for the acquisition of right-of-way for the Landrith Bridge on the S. Coos River Road FAS 255 covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,500.00
Less County share of right-of-way costs	8,690.83
Return of overpayment to be made by this Invoice	10,809.17

Reference billing CC 1487

Approved by D. V. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 3, 1975

County Coos **Contract No.** ____ **Date Completed** ________

FAS 255 **Section** S. Coos River Road-Landrith Br. right-of-way projec

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the county's advance deposit	$19,500.00
State charges for acquisition of right-of-way	8,690.83
To be refunded to County	$10,809.17

Reference: Billing Form CC 1438
CC 1455
CC 1487

STATE OF OREGON **INTEROFFICE MEMO** fas

TO: Vernon E. Skoog
Controller

DATE: May 28, 1976

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Landrith Bridge (Coos County)

DEFINITION STATEMENT

The Oregon State Highway Division and Coos County entered into an Agreement dated 11/21/73 to construct a bridge over S. Coos River on FAS route #255. County was to provide preliminary and construction engineering for the project. By a separate Agreement County employed Oregon Bridge Engineering Co. (OBEC) as its agent for this engineering.

My prior audit report dated 10/27/75 outlines the need for a partial audit to cover the period 9/1/74 - 8/31/75.

OBEC submitted a final billing on this project, received 3/19/76, and we arranged to audit the final 5 months' costs.

ANALYSIS

I met with OBEC personnel (Palmeteer and Botko) at their Springfield office on May 25, 1976. This audit was one of a series which I have conducted there during the past several years. The Audit Program, prior audit report and my survey file on OBEC all serve to outline the pre-audit steps taken as well as the documentation examined. The consultant has made no significant changes in records or procedures from those previously accepted.

There were no exceptions or errors in the direct charges billed. Only the indirect costs, "overhead", required adjustment from the provisional rate established in 1971 to the actual rate based upon the latest CPA computation. My attempt to make such an adjustment following the prior audit for the period then ending was not completed. The claim for additional costs for OBEC was lost in transit and has been voided. The present adjustment, therefore, covers the entire project period.

When incurred	Labor	O/H Rate	Overhead
9/1/74-5/31/75	$23,042.52	@85.83%	$19,782.00
6/1/75-2/21/76	7,765.66	87.91	6,826.79
Actual Costs			$26,608.79
Provisional billed	$30,808.18	75.15%	23,152.34
Additional costs not billed & eligible			$ 3,456.45

81-125-1387

CONCLUSION

I recommend payment of final billing to OBEC as follows:

Invoice #2937	$ 111.26
Audit Adjustment	3,456.45
Total to pay	$3,567.71

Total project costs incurred by OBEC, $75,169.33, are eligible for claim from FHWA and reimbursement under FA# RS-596(2).

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DJ/jm

cc: County-City ✓ HAROLD
R.J. Hacek

8054

1

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 23, 1976

First National Bank of Oregon
Eugene Main Branch
PO Box 10566
Eugene, OR 97401

Attention: R. C. Ross

Re: Hamilton Construction Co.
Contract 8054

Our Contract #8054 with Hamilton Construction Company has been finaled, therefore, TCD #276319, $70,000, deposited in lieu of retainage, can be released to the contractor. Collateral receipt 90144, covering the TCD, is enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Hamilton Construction Co.

bc: E. W. Head
R. Church
J. Bond
C. Barrett
File Copy

W. HEAD

8054

15

February 6, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 30, 1976, we wrote to you concerning release of final payment on Contract No. 8054 awarded to Hamilton Construction Company for work on the S. Fork Coos River (Landrith) Bridge Section of FAS 255 in Coos County.

The total amount of the contract is $1,332,845.16 including $1,927.23 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8054

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1976

First National Bank of Oregon
Eugene Main Branch
PO Box 10566
Eugene, OR 97401

Attention: R. C. Ross

Re: Hamilton Construction
Contract 8054

We received your collateral receipt # 90144 covering TCD 276319, $70,000, to be used as a deposit in lieu of retainage on our contract 8054 with Hamilton Construction Co. Enclosed please find collateral receipt # 66005 for matured certificate 256727. There is no change in the amount deposited in lieu of retainage on this contract.

In the future, please send all collateral receipts and related correspondence directly to Oregon State Highway Division, Accounting Section, Highway Building, Salem, Oregon, 97310, rather than to the State Treasurer.

Vernon E.
Contro

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Hamilton Construction Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

COLLATERAL RECEIPT: NON NEGOTIABLE

Nº 90144

DEPOSITED BY HAMILTON CONSTRUCTION January 2[illegible] 19 76

Collateral Pledged for State of Oregon

THE FOLLOWING DESCRIBED SECURITIES WITH UNMATURED COUPONS ATTACHED, EXCEPT AS NOTED

DESCRIPTION OF ISSUE	LINE	BOND OR CERTIFICATE NUMBERS	SHARES OR PAR VALUE DEPOSITED
First National Bank of Oregon, Eugene Main Branch	1	276319	
Time Certificate of Deposit, dated January 23, 1976 for $70,000.00 @ 5% to mature February 23, 1976 in	2		
the name of Hamilton Construction Company.	3		
	4		
	5		
	6		
	7		
	8		

INSTRUCTIONS FOR RETURN OF COLLATERAL AND DISPOSITION OF COUPONS

Eugene Main BRANCH (No 017)

FIRST NATIONAL BANK OF OREGON

BY

BY

N-170 2-1-64 ORIGINAL

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 27, 1976

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8054, Work Completed November 12, 1975

Project S. Fk. Coos River (Landrith) Bridge

Highway FAS 255, County Coos

Type of Work Structure

Contractor Hamilton Construction Company

Recommended Acceptance Date January 30, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO

APPROVED
FB Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-29-76

Letter
Written
1-30-76

8054 45

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Fk. Coos River (Landrith) Bridge

WEEK ENDING: January 3, 1976

SECTION PREFIX: 506-1024

HIGHWAY: FAS 255

COUNTY: Coos

NAME OF JOB: Landrith Bridge

KIND OF WORK: Bridge Construction

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8054

FEDERAL AID PROJECT NUMBER: RS-576(2)

DATE OF CONTRACT: August 23, 1974

DATE WORK STARTED: September 16, 1974

ESTIMATED COMPLETION DATE: November 21, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 500

WORK DAYS USED

CALENDAR DAYS USED 435

SPECIFIED COMPLETION DATE: January 27, 1976

PERCENT OF TIME ELAPSED 87%

PROJECT AUTHORIZATION: $ 1,507,123.95

EXCLUSIVE OF ENGINEERING: $ 1,332,932.40

ENGINEERING AUTHORIZATION $ 107,194.59

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,332,974.44

ENGINEERING COST TO DATE $ 78,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93.6%

ESTIMATED PERCENT ~~OVERRUN~~ XXXXX UNDERRUN ____%

PERCENT OF AUTHORIZATION 73.4 %

DATE PROJECT WAS COMPLETED: November 21, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2513A						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				Routing
WEDNESDAY				Keasey RECEIVED Richards Bond Glenn Jackmond JAN 9 1976 Berg
THURSDAY				REN GIFFORD Harwood Johnsen CONSTRUCTION
FRIDAY				Walker SECTION
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

NOTE: 1/2" diameter rods for changing navigation light bulbs were repaired during the week ending January 3, 1976. This completes all work on the structure

SIGNED Jerry E. Bishop LOCATION Springfield, Ore.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8054

HIGHWAY BUILDING

October 29, 1975

First National Bank of Oregon
PO Box 10566
Eugene, OR 97401

Attn: R. C. Ross

We received your collateral receipt # 66005, for TCD 256727, $70,000, to be used as a deposit in lieu of retainage on our contract 8054 with Hamilton Construction Co. Funds from this certificate should be disbursed to the contractor only with written notification from the Oregon State Highway Division.

The State Treasurer is returning safekeeping receipts 24481 and 24720, for $35,000 each, as directed in your letter of October 24, 1975. There is no change in the amount on deposit in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Hamilton Const. Co.

[illegible] 355
[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 28, 1975

Coos County Highway Dept.
Attn: L. L. Buoy, Roadmaster
PO Box 68
Coquille, OR 97423

Re: Oregon Bridge Engineering Co.
Landrith Bridge, S. Coos River Rd.

As indicated in our letter dated October 16, 1975, we enclose our warrant for $54,645.16 to reimburse you the amount paid to Oregon Bridge Engineering Co on the referenced project for the period September 1, 1974 - August 31, 1975.

Our audit verified the costs billed and determined that there were additional costs incurred as outlined on the enclosed Oregon State Highway Division invoice. OBEC billed their indirect or overhead costs at a provisional rate of 75.15% determined in 1971. Actual costs incurred in 1974-75 were $2,637.37 greater, using the up-dated percentage rates for that period.

Please indicate your approval of the additional costs and forward the invoice to our Resident Engineer, Eugene Ash, who will also approve it and send it to us for payment directly to OBEC. This will be the normal routing for subsequent bills from OBEC on this project.

Hal / H

Dettmar W. Jones
Staff Auditor

DWJ:pl
Enclosure
cc: Eugene Ash
Harold Reynoldson

Form 81-734-3122

STATE OF OREGO
HIGHWAY DIVISION

INTEROFFICE MEMO

Coos County
FAS 255

TO: Vernon E. Skoog
Controller

DATE: October 27, 1975

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Audit Report
Oregon Bridge Engineering
Landrith Bridge (Coos County)

RECEIVED
COUNTY & CITY SECTION
OCT 29 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Definition Statement

The Oregon State Highway Division and Coos County entered into an agreement dated November 21, 1973, to construct a bridge over the S. Coos River on S. Coos River Road, FAS 255. The County agreed to provide preliminary and construction engineering for the project. By a separate agreement, County employed Oregon Bridge Engineering Company, Springfield, OR (OBEC) as its agent to do the engineering.

OBEC submitted ten progress billings to County for $54,645.16, which County was expected to approve and forward to OSHD for payment. Due to misunderstanding, County paid the bills directly, thus bypassing OSHD.

By letter dated September 30, 1975, County requested reimbursement from OSHD, and submitted therewith the original OBEC bills and copies of county warrants as evidence of payment. Although the project was not yet completed, we felt that costs to date should be audited before we paid County.

Analysis

My pre-audit investigation included the cost proposal comprising part of the Coos County-OBEC agreement, an analysis of the ten progress billings from OBEC which County paid, and a review with City-County Section of the basic agreement between OSHD and Coos County.

On October 21, 1975, I met with OBEC personnel in their Springfield office. Two previous audits of otherprojects had established the adequacy of the job costing procedures, the documentation supporting costs and the determination of overhead costs.

I verified about 70% of costs billed and found no exceptions. OBEC had made no significant change in procedures. Only the overhead rate used on the project required adjustment. The cost proposal was based upon the 1971 Overhead Cost Schedule, and OBEC billings were computed on that provisional rate of 75-15%. Actual costs were as follows:

Period	Direct Labor	Overhead Cost	
9-1-74 - 5-31-75	$23,042.52	@.8585	$19,782.00
6-1-75 - 8-31-75	$ 1,346.65	@.8791	1,183.84
	Actual O/H Cost		$20,965.84
	Provisional O/H Billed		18,328.47
	Additional Cost Not Billed		$ 2,637.37

Conclusion

Despite the fact that the project is not completed, I recommend payment to Coos County of the $54,645.16 which they have paid to OBEC.

I recommend further that we reimburse OBEC directly for the $2,637.37 additional cost not billed to County.

Subsequent billings from OBEC should be paid directly by OSHD following the usual Resident Engineer's and County approval and desk audit. The final site audit need cover only those costs billed after September 1, 1975.

DWJ:njc

cc: Harold Rynoldson
R. J. Hacek

RECEIVED
COUNTY & CITY SECTION
OCT [illegible] 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible] 255
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1975

Coos County Highway Dept.
PO Box 65
Coquille, OR 97423

Attention: L. L. Buoy, Roadmaster

Re: Oregon Bridge Engineering Co.
Landrith Bridge

We have received, through our Resident Engineer in Coquille Eugene Ash, your letter dated September 30, 1975, to our Roseburg office, and the attached bills from OBEC with evidence of payment by county.

Be assured that OSHD will reimburse you for these payments. First, however, we must audit the costs. I have an appointment with OBEC to do this on October 21 and our check should follow soon after the audit is completed. May we assume that the payee should read "Coos County Road Department", or do you require some special designation so that you can re-budget? OBEC need not refund your payments to them.

Please merely indicate your approval on subsequent OBEC bills and forward them to Mr. Ash who, in turn, will send them to Salem for direct reimbursement to OBEC.

D. W. Jones
Dettmar W. Jones
Staff Auditor

DWJ:njc

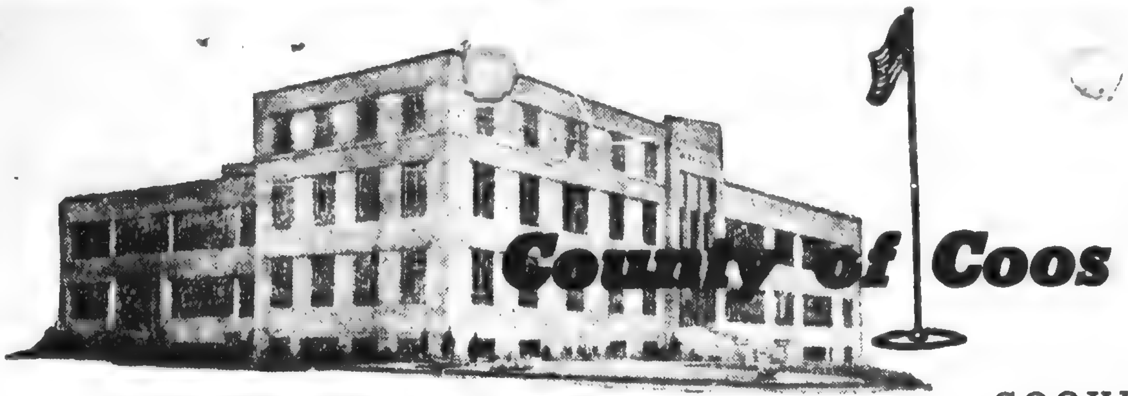
cc: Eugene Ash
Harold Reynoldson ✓

H

RECEIVED
COUNTY & CITY SECTION
OCT 1[illegible] 1975
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UC
☐ UPE ☐ CE ☒ RE ☒ RFE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Fas 255
Coos Co



County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

September 30, 1975

Glen Clark
Regional Director
State Highway Division
Roseburg, Oregon 97470

Dear Mr. Clark:

On September 25, 1975 I spoke to Mr. Harold Reynoldson of the County-City Office in Salem concerning a problem we have with regard to payments having already been made by Coos County to Oregon Bridge Engineering for the engineering work on the new Anson Rogers Bridge replacing the old Landrith Bridge on Coos River.

It seems our bookkeeping department has been receiving and paying said engineering statements when, in fact, we should have merely been reviewing them and forwarding them on to you for payment via state funds set aside for this project.

You have by authority of this letter power of attorney for Coos County to complete the necessary transactions to straighten this matter out.

It is my understanding that it will be necessary for Oregon Bridges Engineering to refund those payments made by Coos County before the designated state funds can be released to them.

Enclosed please find copies of all of the statements paid by Coos County to date out of our contracted services budget line item.

If we can be of any further assistance in this matter do not hesitate to contact this office.

Sincerely,

L.L. BUOY
Coos County Roadmaster

Hal
Discuss pls
H

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

LLB/bk
cc: Harold Reynoldson

FAS 255
Coos Co

Robert W. Straub

July 3, 1975

Mr. L. L. Buoy
Coos County Roadmaster
Coquille, Oregon 97423

RE: Right-of-Way
S. Coos River (Landrith) Bridge
FAS 255
Coos County

Dear Mr. Buoy:

This is in reply to your letter of June 19 requesting an explanation of our expenditures for the right-of-way for this bridge project.

Net cost of land purchases	$3,125.00
Severance damages	3,135.00
Appraisals, taxes, etc.	1,870.44
Title costs	104.32
Negotiations	456.07
Total expenditures	$8,690.83

County's advance deposit	$20,000.00
Amount returned to County (ck. #001241)	500.00
Remaining	$19,500.00
Less amount expended for right-of-way	8,690.83
Amount yet due county	$10,809.17

Since this later amount of $10,809.17 was transferred in Highway funds and not left in our advance deposit, you will receive this $10,809.17 by a seperate check.

Very truly yours,

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:geh

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Date July 3, 1975

Invoice No.

P. O. No.

OREGON STATE HIGHWAY DEPARTMENT

by

Coos County Road Department
Courthouse
Coquille, Oregon 97423

Attention Mr. L. L. Buoy - Roadmaster

To refund overpayment made by Coos County Road Department for the acquisition of right-of-way for the Landrith Bridge on the S. Coos River Road FAS 255 covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,500.00
Less County share of right-of-way costs	8,690.83
Return of overpayment to be made by this Invoice	10,809.17

Reference billing CC 1487

Approved by

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 3, 1975

County Coos **Contract No.** ____ **Date Completed** ________

FAS 255 **Section** S. Coos River Road-Landrith Br. right-of-way projec

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the county's advance deposit	$19,500.00
State charges for acquisition of right-of-way	8,690.83
To be refunded to County	$10,809.17

CC 1438
CC 1455
Reference: Billing Form CC 1487

3,125.00	3,125.00 ✓
3,135.00	3,135.00 ✓
1,145.82	1,870.44 x
104.00	104.00 x

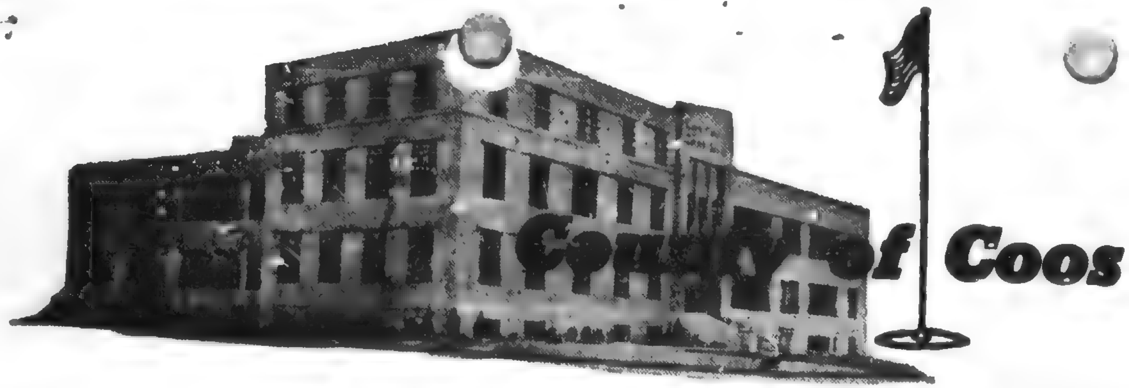
930 Equ Rental
[illegible] adjustment
Payroll
Payroll

5,30
— 977 cr
246,79
1,50

PAGE [illegible]

250

Jas 255
Coos Co


County of Coos

COQUILLE, OREGON 97423

COOS COUNTY
PURCHASING DEPARTMENT
P. O. Box 60

June 19, 1975

Landrith Bridge
R/W

Bob Prange
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Prange:

We are as of this date in receipt of Ck. #1241 in the amount of $500.00 and an accompanying attachment, copies of which are enclosed.

In June of 1974 Coos County issued to you a check in the amount of $20,000.00 to cover the anticipated right-of-way costs, as requested in a letter to our office of June 12, 1974.

We would most appreciate it if you would send us a written explanation of the expenditure of that $20,000.00.

Sincerely,

L.L. BUOY
Coos County Roadmaster

LLB/bk
encl.

Done
file Landrith
H

RECEIVED
COUNTY & CITY SECTION
JUN 23 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ [illegible] ☐ [illegible]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-[illegible]-1187

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING - SALEM, OREGON - 97310

ADVANCE DEPOSITS FUND

TO THE
STATE TREASURER
SALEM, OREGON

96-10
1232

	DATE	CHECK NO.	PAY EXACTLY	$
71002210 73401	06/16/75	001241	******500 DOLLARS AND 00 CENTS	$500.00

TO THE ORDER OF COOS COUNTY ROAD DEPT

OREGON STATE HIGHWAY DIVISION

⑈71002210⑈ ⑆1232⑈0010⑆ 73401⑈

Attached check number 1241 in the amount of 500.00 drawn in your favor represents a refund of your performance bond deposit under file number CC 1487.

R/W P[illegible] [illegible]
FAS [illegible]

255
[illegible]

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Coos County
Board of Commissioners
Courthouse

Coquelle, Oregon 97423

Attention of Mr. L. L. Buoy, Roadmaster

Request No. (assigned by staff engineer or head of division) CC 1487

Date June 9, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Right of Way purchase for Landrith Bridge on South Coos River Road
FAS 255
Covered by letter form agreement dated May 6, 1974

RECEIVED
COUNTY & CITY SECTION
☒ C.R.R. ☐ ... ☑ GE ☒ AE ☐ ...
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $20,000.00

Quantity	Unit	Description	Unit Price	Amount
		Amount previoulsy transferred by CC 1438 and CC 1455		$19,500.00
		TO BE REFUNDED TO COUNTY		$ 500.00
		(Please send itemized statement with ~~final billing~~ Remittance)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $20,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $18,000.00 $ 1,500.00

Give the number of the last previous request in connection with this same service. CC 1438 CC 1455

Credit distribution:
506-2056-930

Submitted by:
Harold Reynoldson, Rural Program Eng.

Approved:
Robert H. Prange, Rural Eng.
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 9, 1975

County Coos **Contract No.** ____ **Date Completed** ________

FAS 255 **Section** S. Coos River Road - Landrith Bridge - Right of Way

PAYMENTS TO CONTRACTOR

Item	Total Cost
Transferred from the County's advance deposit	$19,500.00
State charges for acquisition of Right of Way	10,809.17
TO BE REFUNDED TO COUNTY	$ 8,690.83

Reference: Billing Form CC 1438
CC 1455
CC 1487

Form A-[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Coos County Rd. Dept.
Board of Commissioners
Courthouse

Coquille, Oregon 97423

This Space for Use of Accounting Division

Date June 9, 1975

Invoice No.

P. O. No.

Attention Mr. L. L. Buoy, Roadmaster

To refund overpayment made by Coos County Road Department for the acquisition of Right of Way for the Landrith Bridge on the S. Coos River Road, FAS 255. Covered by letter form agreement dated May 6, 1974.

Amount previously transferred on CC 1438 and CC 1455 from the advance deposit	$19,500.00
Total county share of Right of Way costs	10,809.17
OVERPAYMENT TO BE MADE BY THIS INVOICE.	$ 8,690.83

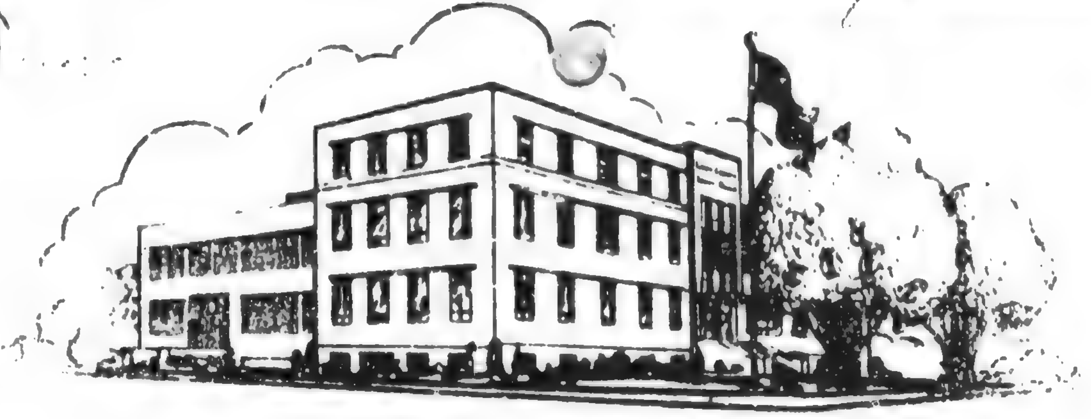
Reference Billing CC 1487

Approved By:

County of

BOARD OF COMMISSI
Coos County Court
Coquille, Oregon

Lonnie Van Elsber
M.R. "Mickey" Mo
Woody Robison



May 6, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si,

Please be advised that it is the desire of the Coos County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the South Coos River (Landrith) Bridge Section of Coos River Road, FAS 225.

It is understood that the necessary rights of way will be acquired in the name of Coos County and that all costs incurred will be paid by Coos County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon Department of Transportation to complete any necessary work necessary for the preparation of legal descriptions for the acquisition of rights of way.

Sincerely,

BOARD OF COMMISSIONERS

M.R. Mickey Moffitt
Chairman

Woodrow Robison
Commissioner

Lonnie Van Elsberg
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ■ UE
☐ UPE ☐ CE ☒ RE ☒ PPE ☐

Copies To: R/W
Region III
Finance

pb

8054

CON

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTER[illegible]CE MEMO

TO: C. W. Head   V. Gallagher
John Bond   C. Barrett

DATE: Feb. 24, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Hamilton Construction Co.
Contract 8054

Treasurer's Receipt #1521 (Safekeeping Receipt #22830 - $70,000.00) has been received as evidence of a deposit to be used in lieu of retainage on contract 8054.

A copy of the receipt and letter will be filed in the contract file, in the Commission and Staff Services office.

CRP:pl

RECEIVED
FEB 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 21 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1521

SAFEKEEPING RECEIPT

Received for Account of Hamilton Construction Co.

Date February 20, 1975

Address P. O. Box 658
Springfield, Oregon 97477

DESCRIPTION	NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
	S. Receipt						
U.S. Treasury Bills	22830	1	70,000.00				70,000.00
Eugene Main, 1st National Bk. of Oregon, Eugene, Oregon							
Dated 2/12/75 - Due 7/24/75							
							70,000.00

Purpose of Deposit In lieu of retainage on State Highway Dept. Contract #8054

Authority ORS 297.575

Countersigned by

Merle Row
~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 20, 1975

Hamilton Construction Co.
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt No. 1521, dated February 20, 1975, in the amount of $70,000.00 covering U.S. Treasury Bills, Safekeeping Receipt No. 22830 issued by Eugene Main Branch of 1st National Bank of Oregon, Eugene, Oregon.

We have credited your State Highway contract number 8054.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By:

Merle Crowe, Cashier

MC:er
Enclosure

cc: Oregon State Highway Divsn. attn: Dick Hacek

RECEIVED
FEB 21 1975
Contract Acctg.

COPY

255
Coos

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52473-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423
Attention of Mr. L. L. Buoy, Roadmaster

Request No. (assigned by staff engineer or head of division) CC-1455
Date November 13, 1974
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Costs for purchasing of right-of-way for Landrith Bridge on FAS 255.

Itemized Statement: Advance Deposit $2,000.00

Quantity	Unit	Description	Unit Price	Amount
		Amount to be transferred		1,500.00
		To be retained		$ 500.00

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE R RE ☒ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,000.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 506-2056-930

Submitted by: Harold Reynoldson

Approved: Division Engineer

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Form E-[illegible] (Rev. 11-70)

8054

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Fk. Coos River (Landrith) Bridge

Date October 8, 1974, 19

Highway FAS 255

Contract No. 8054

County Coos

Prefix ~~506-1024~~ 506 - 1024

Contractor Hamilton Construction Company

F. A. Project No. R.S.-596(2)

Address P.O. Box 658, Springfield, Oregon 97477

Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse the contractor as provided by contract E.E.O. Special Provisions titled "On-The-Job Training".

Location by station numbers:

Estimate of quantities and cost:

2 Trainees - 2,000 hours at $0.80 an hour = $1,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will recieve reimbursement under this order is 2. The maximum reimbursement allowed on this contract for each trainee is limited to $800.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,507,423.95
Present estimate of project cost, including $ 1,600.00 for work under this order	$1,507,423.95
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: J.E. Bishop
Oregon Bridge Eng. Co.
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For:
Construction Engineer or Bridge Engineer

Approved
Construction Engineer.

AD

8054

STATE COPY

Form Approved; O.M.B. No. 04-R2089

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-16-74

MONTHLY TRANSACTION NO. 9-31

PROJECT REPORT NO. 3

Oregon

COUNTY Coos

PROJECT NO. RS-596(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 6.3 mi. E. of Eastside.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-22-74	0.189
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,507,423	$ 1,013,940

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

for G. L. Green (Division Engineer)

Date executed by Division Engineer SEP 12 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

Oregon State Highway Division

Federal-aid Project
No. RS-596(2)

S. FK. COOS RIVER (LANDRITH) BRIDGE SECTION

FAS ROUTE 255 IN COOS COUNTY

Salem, Oregon, September 6, 1974

Project Agreement Estimate.

Type Code X041
Landrith Bridge No. 2513A (Sta. 525+14 to Sta. 535+14)

Mobilization	All Required		$ 120,000.00
Shoring, Cribbing, etc.	All Required		80,000.00
Structure Excavation	600 cu.yds.	18.00	10,800.00
Structure Excavation Below Elevation Shown	60 cu.yds.	30.00	1,800.00
Special Footing Backfill	100 cu.yds.	16.00	1,600.00
Furnish Pile Driving Equipment	All Required		35,000.00
Furnish HP 12x53 Steel Piling	8,484 lin.ft.	11.00	93,324.00
Drive Steel Piles	8,484 lin.ft.	0.10	848.40
Structural Concrete, Class 3300 (1,000 cu.yds.)	All Required		120,000.00
Structural Concrete, Class 4000 (900 cu.yds.)	All Required		100,000.00
Composite Expansion Joints, Type 200A	38 lin.ft.	55.00	2,090.00
Composite Expansion Joints, Type 400A	38 lin.ft.	140.00	5,320.00
85'/90' Bulb Tee Prestressed Beams	5 only	8,500.00	42,500.00
115'/120' Bulb Tee Prestressed Beams	30 only	9,000.00	270,000.00
Reinforcement (402,000 lbs.)	All Required		160,000.00
Structural Steel (282,000 lbs.)	All Required		234,000.00
Bearing Devices, Pier 1	5 only	600.00	3,000.00
Bearing Devices, Pier 2	5 only	750.00	3,750.00
Two Tube Aluminum Railing	2,052 lin.ft.	20.00	41,040.00
12-inch Half-Circle Culvert Pipe	50 lin.ft.	6.00	300.00
8-inch Culvert Pipe	30 lin.ft.	7.00	210.00
Splash Basin	1 only	150.00	150.00
Navigation Lighting Installation	All Required		7,500.00
			$1,333,232.40

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
On-th-Job Trainees (2 @ $800)	All Required	1,600.00
Protect Piens Log Rafts	All Required	5,000.00
		$ 6,700.00
	Subtotal	$1,339,932.40
	Engineering	167,490.60
		$1,507,423.00

Length of Structure - - - 0.189 miles

SUMMARY OF FUNDS

Federal Funds	$1,013,940.00
State Funds	141,412.00
County Funds	352,071.00
	$1,507,423.00

Group 1 - 100%

Contract No. 8054

Prefix: 506-1024

FAS 255
Coos

September 5, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Re: S. Fork Coos River (Landrith) Bridge
FAS 255
Coos County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $324,600 for the subject project.

A copy of the construction plans and contract (#8054) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

cc: Oregon Bridge Engineering Co., w/att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☒ UE
☑ UPE b CE R RE ☒ RPE ☐

8054

August 26, 1974

Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for the S. Fork Coos River (Landrith) Bridge Section of FAS 255 in Coos County for the sum of $1,333,232.40. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as Coos County has approved the project and deposited $351,800.

Those conditions were fulfilled and the Administrator of Highways on August 23, 1974, awarded you the project, which has been assigned Contract No. 8054.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

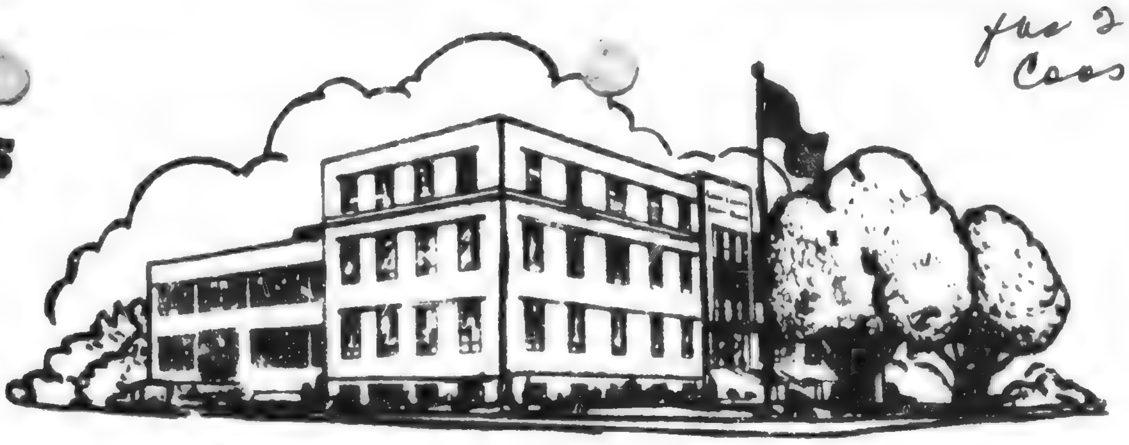
C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Region Engineer - A. Shirley
Oregon Bridge Engineering, Springfield
Wm. Geibel (SAIF)

FAS 255
Coos

County of Coos



BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison

August 21, 1974

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox,

Per your request of August 16th, enclosed you will find the completed encumbrance form, the completed right-of-way certificate and a check in the amount of $324,600.00 for advance deposit on Landrith Bridge.

Sincerely,

BOARD OF COMMISSIONERS

Pam Burke
Pam Burke, Secretary

pb

enc: 3

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ OE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # B-52360 $324,600.00
By [illegible]
For Landrith Bridge.
FAS 255, Coos Co

Copy - John Oaks
Buzz Swan
G. G. Swenson
Alferd Shirley

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-21-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 255

Project Name
S. Coos River (Landrith) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

☒ We have complied with all provisions of Public Law 93-87 (1973) and the regulations issued pursuant thereto.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon,

this 21st day of August, 1974.

Coos County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

7/31/73

fas, Coos
(fas 255)

8-21-74

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Coos County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 462,356.00. This is the estimated additional fund needed by Coos County for the S. Coos River (Landrith) Bridge Section on S. Coos River Road County Road, FAS 255. Since Coos County's annual Federal allocation is approximately $ 115,589.00, this represents all or a portion of its funds for the fiscal years 1976 through 1979, and these funds will be replaced by the allocations to the County for these same fiscal years, and subsequent years if necessary.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Coos County Court/Board of Commissioners at Coquille, Oregon, on August 21, 1974.

Coos County, by and through
its ~~County Court~~/Board of Commissioners

By M. R. Mickey Moffitt
~~Judge~~/Chairman

By Woodrow Robison
Commissioner

By
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

August 16, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Gentlemen:

On August 15, 1974, a satisfactory bid was received from the Hamilton Construction Company, Springfield, Oregon 97477, for the S. Coos River (Landrith) Bridge project. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$1,333,232.40
Temporary Erosion Control	100.00
On-the-job Trainees	1,600.00
Pier Protection from Log Rafts	5,000.00
4½% Contingencies	60,296.96
State Supervisory Engineering	20,000.00
Oregon Bridge Engineering (construction engineering)	60,000.00
Estimated Total Cost of Project	$1,480,229.36

With the estimated cost of project at $1,480,229.36, the advance deposit is computed as follows:

County's present Federal Funds	$ 551,584.00
4-years' advance on Federal Funds (4 x 115,589)	462.356.00
TOTAL Federal Funds	$1,013.940.00

Fed Part 18%

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds on this amount would be as follows:

Federal Funds	$1,013.940.00
State participation	141,661.00
County participation	141,661.00
TOTAL Funds Available	$1,297,262.00

(more)

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ [illegible]

The difference between $1,480,229.36 total estimated
project cost and 1,297,262.00
leaves $ 182,967.36 100% County funds

County's share for the estimated $1,480,292.36 project,
using a 4-years' advance, would be:

$182,967.36
141,661.00
$324,628.36 Total County participation

The County's total advance deposit is $324,628.36, or say $324,600.00.

Please make this advance deposit in the amount of $324,600.00 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Would you please complete the enclosed encumbrance forms for the 4-year advance of Federal funds and return one copy to this office.

We understand that the right-of-way on this project is clear, so for our records would you please complete the two enclosed right-of-way certificates and return one to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

Call Coos Co. re: Landrith Br.

Advance Deposit

Hamilton Corr

796-2[illegible]26

Bill Peckham

Pat Tierney

Lonnie Van Etsberg

says pretty sure

will bill tomorrow (Wed.)

Form B 312A (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 03

Summary of Bids Received and Construction Authorization

Project S FK COOS R (LANDRITH) BRIDGE

Highway FAS 255

County COOS

F.A. Project No. RS 596002

Engineer's Estimate 1213,792.00

Date Bids Received 08/15/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	1,333,232.40
02	HOLST CONST CO & M R HOLST CONST OAKRIDGE 97463	1,364,397.80
03	ROSS BROS CONSTRUCTION INC SALEM	1,367,337.00
04	HENSEL PHELPS CONSTRUCTION CO GREELEY COLORADO 80631	1,398,500.00
05	PETER KIEWIT SONS CO VANCOUVER WASHINGTON 98660	1,404,688.00
06	HANNAN BROS CONSTR, INC PORTLAND 97266	1,507,924.00

9.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount		$ 1,333,232.40
Additional anticipated items:		
TEMPORARY EROSION CONTROL		100.00
ON-THE-JOB TRAINEES		1,600.00
PROTECT PIERS LOG RAFTS		5,000.00
Subtotal		$ 1,339,932.40
Contingencies and engineering	4-1/2%	60,296.96
	8%	107,194.59
Subtotal		$ 1,507,423.95
Credit for maintenance rock		.00
Net construction authorization		$ 1,507,423.95

ENGINEER'S RECOMMENDATION

1,333,232.40	Bid
6,700.00	Add. Items
60,296.96	Cont.
60,000.00	O.B.E.
20,000.00	St. E
1,480,229.36	

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R

South Coos River (Landrith) Bridge
FAS 255, Coos County

July 23, 1974

Estimated Cost of Project: $1,375,000

County's present Federal Funds	$ 551,584
Four-years' advance on Federal Funds (4 x 115,589)	462,356
Total Federal Funds------------------------------	$1,013,940

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds would be as follows:

$\frac{1,013,940}{78.12} = 1,297,262$

$1,013,940	Federal Funds
141,661	State participation
141,661	County participation
$1,297,262	Total Funds Available

The difference between $1,375,000 total estimated project cost
and 1,297,262
leaves $ 77,738 to be 100% County funds

So, County's share for the estimated $1,375,000 project, using a 4-years' advance, would be
$ 77,738
+ 141,661
$ 219,399 Total County Participation

Project Matching Funds for a $1,375,000 Project Would Be:

$1,013,940	Federal Funds
141,661	State Participation
219,399	County Participation
$1,375,000	Total Estimated Cost

HR:mm

8054

8

August 8, 1974

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

Attention: Fay Crabtree
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5037

Gentlemen:

Attached for your files is a fully executed agreement for construction of a bridge over the South Coos River on South Coos River Road, FAS 255.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

7-22-74

8054

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 7-35

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-22-74

BY (Signature): L. W. RULIEN'S JULY 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 23 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
2[illegible]	RS-596(2)	0.189	1,375,000	1,013,900	SOUTH COOS RIVER (LANDRITH) BRIDGE SECTION. COOS COUNTY STATE OF OREGON.	ONE STRUCTURE

RECEIVED
STATE HWY ENGR
JUL 24 '74
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File ✓

Orig -

R[illegible]RKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED: DATE	RECOMMENDED: SIGNATURE AND TITLE	APPROVED: DATE	APPROVED: SIGNATURE AND TITLE
		7-22-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-A8
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.G.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 19, 1974

CARD	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., 6.3 mi. E. of Eastside.	ADT	PRESENT 500	FUTURE (66) (70) 850	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 596

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Coos
	NAME OF URBAN AREA 17-31	ROUTE NO. S · FEDERAL-AID 255 (32) · STATE Co. Rd. (36) (37) · U.S. - -

LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
				PE		Co. Rd., 6.3 mi. E. of Eastside.					
				ROW							
				CONST (CODE) X041		"S. Coos River (Landrith) Bridge Section."	0.189	1,375,000	1,013,900	110,800	250,300 (Co.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.189	1,375,000	1,013,900	110,800	250,300 (Co
	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

Additional Data: Item

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 19, 1974

CT LOCATION (48 typewriter spaces) Rd., 6.3 mi. E. of Eastside. 68	ADT	PRESENT 500	FUTURE 850 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 23 (14) (18)

ORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO.				EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 596	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26) |DESIG. 27

Rural Secondary

COUNTY NAME: Coos — CODE 011 (14) (16)

ROUTE NO. S — FEDERAL-AID 255 (32) — STATE Co. Rd. (36) (37) — U.S. - - (41)

PROGRAM STAGE ☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., 6.3 mi. E. of Eastside.						One steel girder bridge, length 1000', horizontal clearance 34'.
W								
ST		"S. Coos River (Landrith) Bridge Section."	0.189	1,375,000	1,013,900	110,800	250,300 (Co.)	ROW-80 min; Access control: None; Parking Restrictions: None.
DATES		PROJECT TOTALS	0.189 (16)	1,375,000 (23) (24)	1,013,900 (33)	110,800	250,300 (Co.)	

REMARKS

Additional Data: Item 1104; Project S-596(1).

(-OVER-)

USCOMM DUSCOMM-DC 48808-P61

S. Coos River (Landrith) Bridge Section

Project No. RS-596(2)

Project Data: Construct one bridge consisting of one steel girder concrete deck span over water way 180' and 6 Bulb-T prestressed concrete approach spans 121'-8" each for a total span length of 1000' with a roadway width of 34'.

The County will construct the required roadway approach and roadway on the new alignment.

Note: Construction Engineering on the project will be accomplished by the Oregon Bridge Engineering Company with supervision by the Highway Division. Refer to Project S-596(1) for the consultant engineering contract for this service.

Minimum Design Standards: None.

Public Hearing: Offered March 8, 1973. No request for hearing was received.

Location/Design: Approval granted under "Secondary Road Plan" on July 12, 1974.

System Action: Minor change in System alignment will be submitted in the near future.

Negative Declaration: FHWA concurrence January 22, 1974.

Water Developement, Railroads, Airports, Historical and Recreational Areas: None involved.

A-95 Review: Project approved by State and District 7 Clearinghouse letters dated December 26, 1973 and December 31, 1973.

Control of Utilities: The State does not
legal authority or control the use by utili
way of this project. A State-County agreem
to comply with paragraph 6d(1) of PPM 30-4.

Note: (1) On-the-job trainees, as set f
interim 7-2(2), on this proje
PS and E stage and the number
PS and E documents.

(2) This project is in Congressio

s River (Landrith) Bridge Section

Project No. RS-596(2)

struct one bridge consisting of one steel girder over water way 180' and 6 Bulb-T prestressed spans 121'-8" each for a total span length of ay width of 34'.

nstruct the required roadway approach and roadway nt.

n Engineering on the project will be accomplished ge Engineering Company with supervision by the Refer to Project S-596(1) for the consultant ct for this service.

ndards: None.

ffered March 8, 1973. No request for hearing

Approval granted under "Secondary Road Plan" on

or change in System alignment will be submitted

on: FHWA concurrence January 22, 1974.

Railroads, Airports, Historical and Recreational ved.

ct approved by State and District 7 Clearinghouse ber 26, 1973 and December 31, 1973.

Control of Utilities: The State does not have, at this time, the legal authority or control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

(2) This project is in Congressional District No. 4.

COOS-CURRY COUNCIL OF GOVERNMENTS
P. O. BOX 434
COOS BAY, OREGON 97420
Bert W. Walberg, Chairman
Ira W. Tucker, Vice Chairman
Henry F. Hansen, Treasurer

PATRICK DUGAN
PLANNING DIRECTOR
PHONE 269-9316

5-596( )
FAS 255

December 31, 1973

COOS
7312-2-020

L. H. Young
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Young:

In compliance with regional clearinghouse procedures, the Coos-Curry Council of Governments has reviewed the "Notice of Intent" from the Highway Division to construct a bridge on the South Coos River Road in Coos County.

The Council of Governments noted that this proposed project would remove a major traffic hazard in the county and found no conflicting or duplicating projects within Administrative District 7. Also, the proposed project is not in conflict with any regional or local plan. Consequently, the Council unanimously approved this "Notice of Intent" and recommends that this proposed bridge be constructed, as proposed.

If you have any questions regarding this action by the Council, please do not hesitate to contact the Council's planning office.

Thank you.

Very truly yours,

Pat Dugan

Patrick Dugan
Planning Director

1-7-74
cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

PD/jw
cc: Bill Kramer

Ben

RECEIVED
JAN 4 1974
OFFICE ENGINEERING SECTION

11-30-73

CHASE

MEMBER AGENCIES
COOS COUNTY
CURRY COUNTY
BANDON
BROOKINGS
COOS BAY
COQUILLE
EASTSIDE
GOLD BEACH
MYRTLE POINT
NORTH BEND
PORT ORFORD
POWERS
PORT OF COOS BAY
PORT OF BROOKINGS
PORT OF GOLD BEACH
LAKESIDE WATER DISTRICT

OREGON PR ECT NOTIFICATION AI REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

COOS

APPLICANT: Highway Division

PROJECT TITLE: S. Coos River (Landrith) Bridge, FAS 255

DATE: December 26, 1973

1-2-74 The state has reviewed your project and reached the following conclusions:

G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. A. Sandmann
Alfred Shirley, Jr.

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 28 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7312 2 020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
L. H. YOUNG

Ben

NOTED
R N CHASE

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

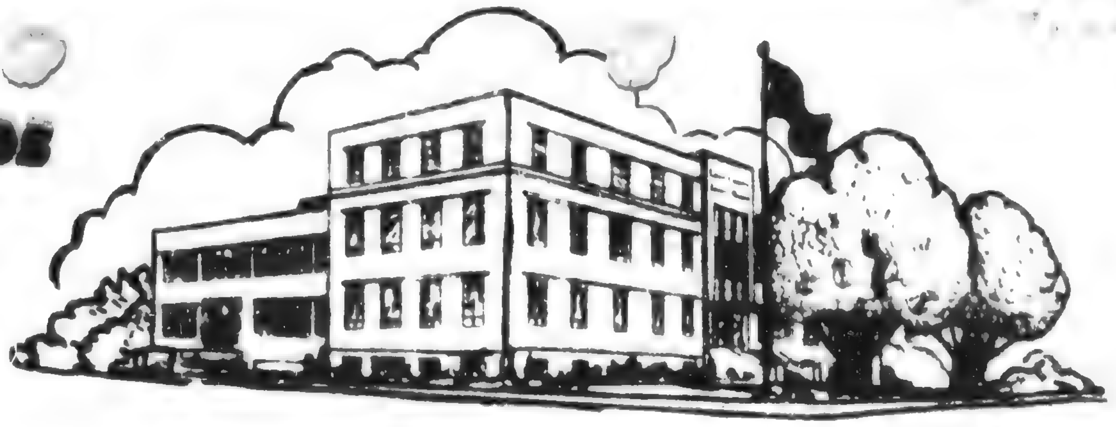
NOTED
R. D. ASBURRY

PNRS #2

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



July 17, 1974

Mr. Cy Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: South Coos River (Landrith)
Bridge FAS 255, Coos County

Dear Cy:

Because of the latest estimate on Landrith Bridge, caused by increased inflation, Coos County cannot fund our share with out asking for an advance of four (4) years on our Federal funds.

We, therefore, are asking the approval of the State Highway Division to allow these advanced funds.

Thanking you in advance for your consideration.

Very truly yours,

BOARD OF COMMISSIONERS

Chairman

Woodrow Robison
Commissioner

Lonnie Van Elsberg
Commissioner

RECEIVED
COUNTY & CITY SECTION
1974

LVE/sv

Copy to F. S. Hunter
L. W. Rulien

South Coos River (Landrith) Bridge July 23, 1974
FAS 255, Coos County

Estimated Cost of Project: $1,375,000

County's present Federal Funds	$ 551,584
Four-years' advance on Federal Funds (4 x 115,589)	462,356
Total Federal Funds-------------------------------	$1,013,940

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds would be as follows:

$1,013,940	Federal Funds
141,661	State participation
141,661	County participation
$1,297,262	Total Funds Available

The difference between $1,375,000 total estimated project cost
and 1,297,262
leaves $ 77,738 to be 100% County funds

So, County's share for the estimated $1,375,000 project, using a 4-years' advance, would be
$ 77,738
+ 141,661
$ 219,399 Total County Participation

Project Matching Funds for a $1,375,000 Project Would Be:

$1,013,940	Federal Funds
141,661	State Participation
219,399	County Participation
$1,375,000	Total Estimated Cost

HR:mm

Safety Yes

MEMO TO R. N. CHASE
Project Management Section

Date July 16, 1974

FAS 255, Coos COUNTY, S. Coos River (Landrith) Bridge SECTION

TERMINI: Approx. 5.2 miles east of the junction with FAS 262.

ADT 1974-500
1994-850

DHV 1974-55
1994-93

PROPOSED WORK: Structure

PROJECT LENGTH: Approx. 1,000 feet

COSTS:

	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION:	$1,000,000	$780,000	$110,000	$110,000	

EXISTING FACILITIES: Steel thru truss 150' long with 20 treated timber approach spans 300' long on one end and 15 timber approach spans on the other end 250' long.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: 18' oil mat roadway with 1' gravel shoulders (FAS 255)

SOUTH/~~WEST~~ END: 18' gravel roadway (county road)

PROJECT DATA: Construct a reinforced concrete bridge approx. 1,000 feet long with a 34' roadway. for two 11' travel lanes and 6' shoulders. Bridge is on new alignment. Engineering is to be done by a consulting engineering firm (Oregon Bridge Engineering Company).

RIGHT-OF-WAY: Minimum 80'
ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: Roadway will probably never be wider than structure because of terrain.
SYSTEM ACTION: Completed
UNUSUAL OR COMPLICATED SITUATIONS: ~~Offered March 8, 1973---no requests.~~

ROUTE DATA: This is a farm-to-market and a school bus route. Also an import log hauling route.
HEARING CERTIFICATION:
PUBLIC HEARING: Offered March 8, 1973 - no requests.
NEGATIVE DECLARATION: 1/21/74
PARK AND RECREATION AREA AFFECTED: No parks involved
RELOCATION ASSISTANCE: No one moved.
SOCIAL, ECONOMIC, & ENVIRONMENTAL EFFECTS CONSIDERED: Yes
LOCATION & DESIGN APPROVED: July 16, 1974
CLEARINGHOUSE APPROVED: 12/26/73

Harold Reynoldson
Rural Program Engineer
County & City Unit

(4/26/74)

☐ ENGR. ☑ ASST. [illegible] ☑ UE
☑ UPE
R

July 12, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attention: Hon. Lonnie Van Elsberg
Chairman

RE: South Coos River (Landrith) Bridge
FAS 255, Coos County

Gentlemen:

Enclosed for your use and reference is the computation of Coos County's share of construction costs for subject project, based upon our $1,375,000 estimate.

If there is any question, please call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

7-22-74. Called Paul Speck (DA for Coos Co) (396-3121-219) & he assured me that filing would be done today. Notified Swenson & Rulien.
Si.

HR:mm
Encl.

bc: E. S. Hunter
L. W. Rulien
R. N. Chase
A. Shirley, Region 3
C. G. Swenson
W. J. Hart - info

7-17-74 Lonnie called & Coos County will write a letter stating they need 4 yrs advancement of FAS funds to constr. the Landrith Br. If the Co. DA hasn't filed by 7-22 this job will be delayed.
Si

ENGR. ✓

Landrith Bridge: FAS 255, Coos County July 12, 1974

Estimated cost of Project: $1,375,000.00
(Bids that exceed our estimate by up to 10% are generally accepted.)

County's available Federal funds	$551,584
Three-year advance on County Federal funds (3 X 115,589)	346,767
Federal Funds------	$898,351

The $898,351 Federal funds matched by County and State will total:

$898,351	78% Federal share
126,690	11% State share
126,690	11% County share
$1,151,732	Total available funds

This will leave $1,375,000
-1,151,732
$ 223,258 to be 100% County funds,

Making a total County advance of $126,690
+223,258
$349,948 total

Then, if bid runs over estimate by 10%, the advance deposit will be increased by $137,500 for a total advance deposit of:

$137,500
+349,948
$487,448 total

Now, if the County gets the five-year advance (5 X 115,589):	$577,945
+ County's available Federal funds	551,584
Federal Funds------	$1,129,529

This $1,129,529 Federal funds matched by County and State will total:

$1,129,529	78% Federal share
159,292	11% State share
159,292	11% County share
$1,448,113	Total available funds (equals $73,113 more than estimated cost of project)

Then, with the five-years' advance, County's advance deposit on the $1,375,000 estimated cost would be $151,250.

If the bid is 10% over the estimate, County's advance deposit would be 11% of $1,448,113 plus the amount the bid exceeds available funds:

$1,512,500	bid
-1,448,113	available funds
$ 64,387	amount bid exceeds available funds
159,292	11% of $1,448,113
$ 223,679	County's total advance deposit

----

more

Landrith Bridge: FAS 255, Coos County July 12, 1974

Recapitulation

County Advance Deposits Would Be:

For	Using 3-year Advance	Using 5-year Advance
Bid of $1,375,000	$349,948.00	$151,250.00
Bid 10% over $1,375,000	$487,448.00	$223,679.00

HR:mm

fas 255
Coos Co

LOCATION - DESIGN APPROVAL

7-12-74

COUNTY: COOS

SECTION: South Coos River (Landrith) Bridge

FAS NO.: 255

ROAD NAME: Coos River Road

PROJECT DESCRIPTION: Construct a reinforced concrete and steel bridge 1,000 feet long having a 34-foot roadway.

ESTIMATED COST: $1,400,000

HIGHWAY COMMISSION APPROVAL: August 8, 1972

HEARING: Hearing offered; no requests received.

STATE CLEARINGHOUSE REVIEW: December 26, 1973

SECTION 204 REVIEW: Coos-Curry COG, December 31, 1973

HEARING CERTIFICATION: July 10, 1974

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA

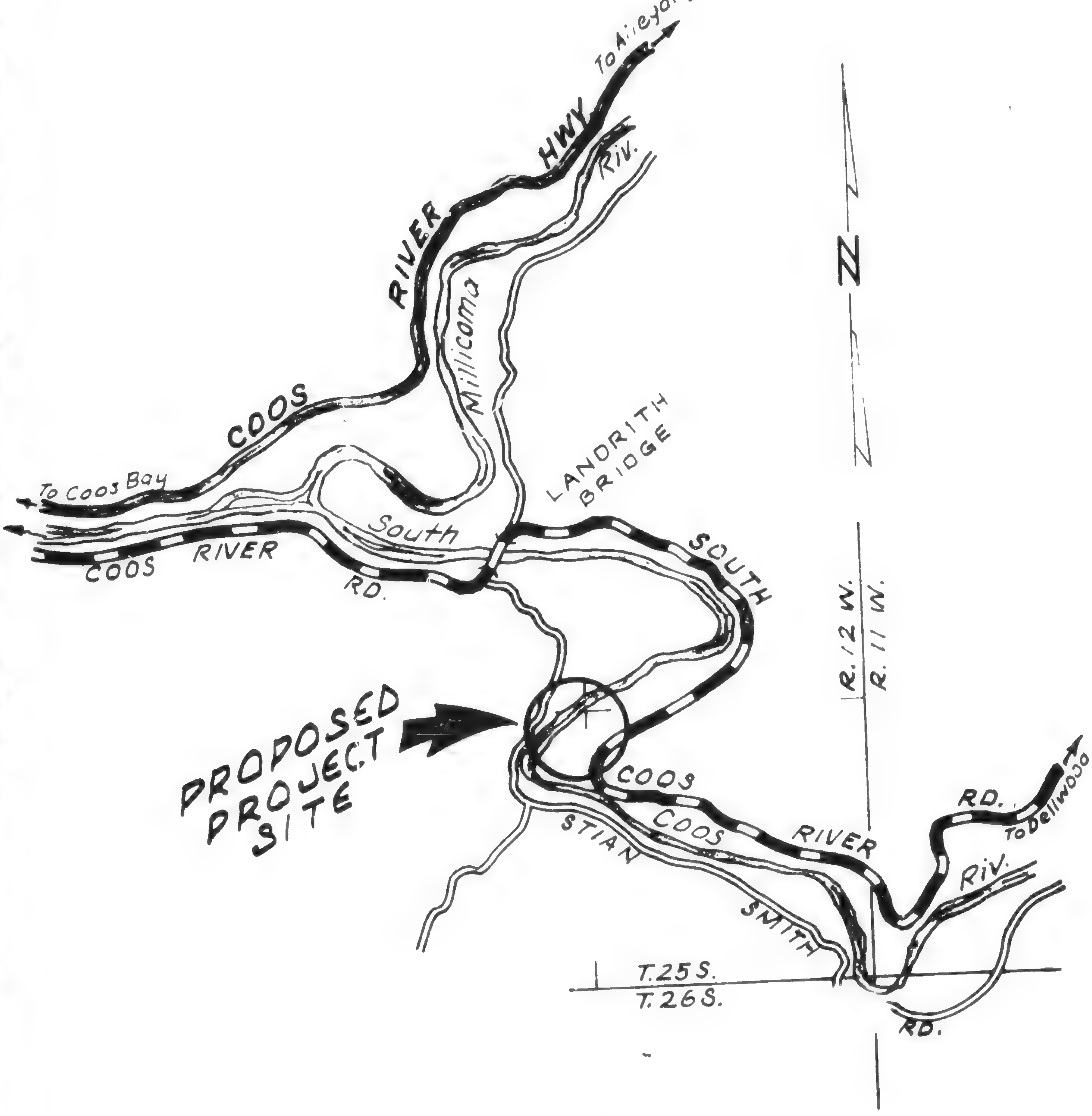
REMARKS:

APPROVED: July 12 19 74

E S Hunter
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 1[illegible] 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

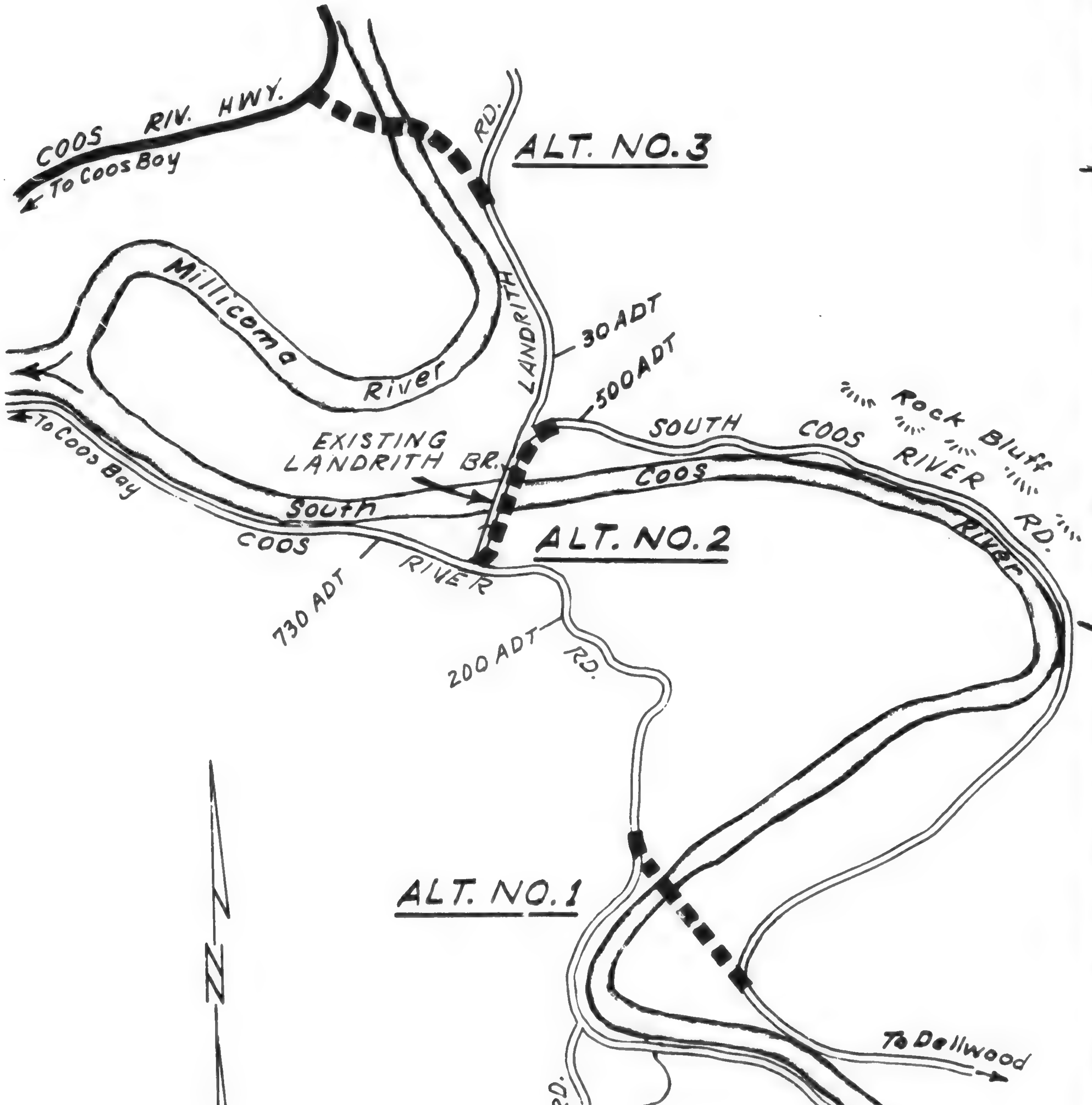
✓


To Allegany
COOS RIVER HWY
Riv.
Millicoma
To Coos Bay
COOS
LANDRITH BRIDGE
South
COOS RIVER RD.
SOUTH
N
R.12 W.
R.11 W.
PROPOSED PROJECT SITE
COOS
COOS RIVER RD.
To Dellwood
Riv.
STIAN
SMITH
T.25 S.
T.26 S.
RD.

S.Coos Riv. (LANDRITH) Br. SECT.

S. COOS RIVER RD

Coos County


COOS RIV. HWY.
To Coos Bay
ALT. NO. 3
RD.
Millicoma
River
LANDRITH
30 ADT
500 ADT
To Coos Bay
EXISTING LANDRITH BR.
SOUTH COOS RIVER RD.
Rock Bluff
Coos
South
River
ALT. NO. 2
COOS RIVER
730 ADT
200 ADT
RD.
N
ALT. NO. 1
To Dellwood
DANIELS CR. RD.
Daniels Cr.

MEMO TO FILES

Re: S. Coos River (Landrith) Bridge Section
Coos River Road, FAS 255
Coos County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the S. Coos River (Landrith) Bridge Section, FAS 255, in Coos County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Coos County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By E S Hunter Date 7/10/74
Asst. State Highway Engineer

RHP:ljt
7/10/74

fas 255
Coos Co

FORM E-20 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 28, 1974

SUBJECT: File No: 48186-Rood
Landrith Bridge Section
Coos County

To: John Oakes
Assist. R/W Engineer
State Hwy. Bldg.
SALEM

Attached is a letter from Mr. Paul J. Speck, Coos County Counsel. Mr. Speck is complaining about not having enough time (5 weeks) before the contract letting to file on the property. Authorization to appraise and negotiate on this project was not received until May 3, 1974. The review was made on 6-4-74 and the file assigned for negotiation on 6-5-74. The earliest contact that could be made with Mr. Rood was on 6-10-74 and the offer was rejected. The R/C was turned in on 6-11-74 and the R/C information forwarded to Coos County on 6-12-74. The file was processed about as fast as is normally possible under the circumstances with no more lead time than this project had. Mr. Speck has tentatively set August 26, 1974 as the contract letting date. Please have this date confirmed so that Coos County can be notified. ✓ ?

July 25
on schedule

Virgil Wilson
Right of Way Supervisor

Attachment
Co. U.
VW:csk

L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JUL 1 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ LE ☐ UE
☐ UPE ☐ BE ☒ RE ☒ RPE ☐

[illegible] has approval [illegible]
about July 15.
[illegible]
I Hope!

County of Coos

Room 214
Coos County Courthouse
Coquille, Oregon 97423
Telephone: 396-3121
Ext. 219

County Counsel

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1974
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☐ OE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
JUN 27 1974
ROSEBURG R/W

June 26, 1974

Virgil Wilson
Right-of-Way Supervisor
Oregon State Highway Division
Region 3
P.O. Box 1128
Roseburg, OREGON 97470

Re: File #48186 Landrith Bridge Section, South Coos River County Road Highway, Coos County

Dear Mr. Wilson:

After consulting with Jack L. Sollis, Assistant Attorney General, I have concluded that the July 20, 1974 bid letting would not be in conformance with federal regulations. Prior to the time that the bid may be let the county must certify to the State Highway Division that all rights-of-way easements and/or permits of entry have been acquired. This certification must be made no less than five weeks prior to the bid letting date.

In this particular case we received your letter notifying us that it would be necessary to condemn the Rood property on June 12, 1974. This letter did not arrive in my office until June 19, 1974. Even assuming I received this information on June 12 it would not be possible to have a bid letting until the first part of August.

I will tender the official offer of $5,000.00 to the Roods on June 26, 1974 by letter. Pursuant to statute a complaint may be filed twenty (20) days from that date. Coos County will therefore be able to certify in conformance with federal regulations the necessary rights-of-way and easements have been acquired by no sooner than July 18, 1974. Because federal law requires that the certification be made five weeks prior to the bid letting, the bid letting should probably occur no sooner than August 26, 1974.

I do not have the applicable federal regulations in my office and must depend upon information provided me by the Oregon State Highway Division and Jack L. Sollis of the Attorney General's Office.

If you have any comments or have any reason to believe that the bid letting could occur sooner than the date I have indicated please contact my office as soon as possible.

Sincerely yours,

PAUL J. SPECK
Coos County Counsel

PJS/bk
cc: Board of Commissioners
Coos County Roadmaster

Fas 255
Coos Co
Co-City

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 25, 1974

Coos County
Courthouse
Coquille, Oregon 97423

File 48185
S. Coos River (Landrith)
Bridge Section
Coos County Road

Gentlemen:

On behalf of the County, we made application to the State Division of Lands for an easement to Coos County for building the Landrith Bridge over the South Fork of the Coos River.

Enclosed is their memorandum report they have issued pending formal acceptance by the Land Board. Mr. Johnson gave us this memorandum so that the plans for the contract could proceed.

We also call your attention to the item that they intend to recommend a consideration of $760 be charged for this 99-year easement.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

AE:ls
Enc.

cc: Virgil Wilson
H. Reynoldson

RECEIVED
COUNTY & CITY [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Coos Co. FAS 255

June 12, 1974

Mr. L. L. Bouy
Coos County Roadmaster
Courthouse
Coquille, Oregon 97423

Dear Mr. Bouy:

Our Right-of-Way Branch has informed us that the right-of-way costs for the Landrith Bridge, FAS 255, will amount to less than $30,000 depending, of course, on what kind of settlements can be made with the property owners. A more conservative estimate would be around $20,000, which would include our costs, plus actual right-of-way purchases.

Please make a deposit in the amount of $20,000 to cover anticipated right-of-way costs. An adjustment between this amount and actual costs will be made when final billing is available.

Very truly yours,

for H. S. Cox
County and City Engineer

RHP:ljt

bc: E. S. Hunter
L. W. Rulien
J. B. Boyd
Finance

$20,000 rec'd 7-9-74
See CC 1438 8-13-74 for transfer

R A

FAU 255
Coos Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE June 3, 1974

TO Memo To File

FROM K. A. Chatwood
Administrative Right of Way Agent

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
☑ ENGR. ☑ COOR. ☐ CE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

SUBJECT Landrith Bridge Section
South Coos River
Coos County

This project is scheduled for contract on July 25, 1974.

I checked with Virgil Wilson today, he finds that the appraisals are being written on File 48186 and 48184. There is one other file with the State Landboard being handled by Adele L. Egan (file 48185).

File 48186-Rude. Our appraiser, Mr. Doug Luth, advises that Mr. Rude informed him that he would not settle for less than $30,000. Mr. Luth has come in at $5,000 based on no interruption to the irrigation system during the irrigating season. I have told Virgil Wilson to go ahead and review the appraisals and assign a negotiator to negoitate these two files as soon as possible. I also told him that should negotiations fail on either file that he was to prepare a recommendation for condemnation and personally take it to the District Attorney in Coos County so that they can get the resolution and complaint filed in order to meet the contract limits already set.

By a copy of this letter I will ask Miss Egan to expedite the State landboard file.

All persons connected with this project are to give the matter special handling and attempt to meet the deadline of the contract July 25, 1974. ✓

KAC:CR
cc Adele L. Egan
Virgil Wilson
Si Cox
Milner M. Mead

C. G. Swanson

RECEIVED
JUN 4 1974
PROJECT MANAGEMENT SECTION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 981(oan)

fas 255
Coos

3271
Serial 284
15 MAY 1974

Board of County Commissioners
Coos County
Coos County Court House
Coquille, Oregon 97423

Gentlemen:

Please find enclosed the original permit for the South Fork Coos River Bridge. It is requested that this office be informed prior to start of work and also that you furnish monthly progress reports. These reports may take the form of a copy of the permit drawings with work areas and completed work shown by color pencil.

Should you require any falsework to support the structure during construction or otherwise to restrict the channel, a separate permit is required. It can be issued from this Seattle District Office and normally will require not more than two weeks lead time.

A separate drawing is furnished to you herewith showing the required navigation lights. They shall be installed and operational as soon as the bridge beams span the river. Should you have any questions, please feel free to call Mr. J. E. Shields at any time. Phone: Area Code 206 - 624-2902, Extension 246.

Sincerely,

SIGNED

ROBERT A. DUIN
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl:
(1) Bridge Permit
(2) Navigation lights required

Copy to:
FHWA, Salem
OSHD, Salem

RECEIVED
COUNTY & CITY SECTION
MAY [illegible] 1974
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ PPE ☐

RECEIVED
MAY
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(43-74)

8 MAY 1974

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS - COOS COUNTY - has submitted plans and a map of location of a bridge to be constructed across the South Fork of the Coos River near Coos Bay, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated 22 January 1973 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

COPY

8 MAY 1974

BRIDGE PERMIT: Bridge across the South Fork of the Coos River near Coos Bay,
(43-74) Oregon

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

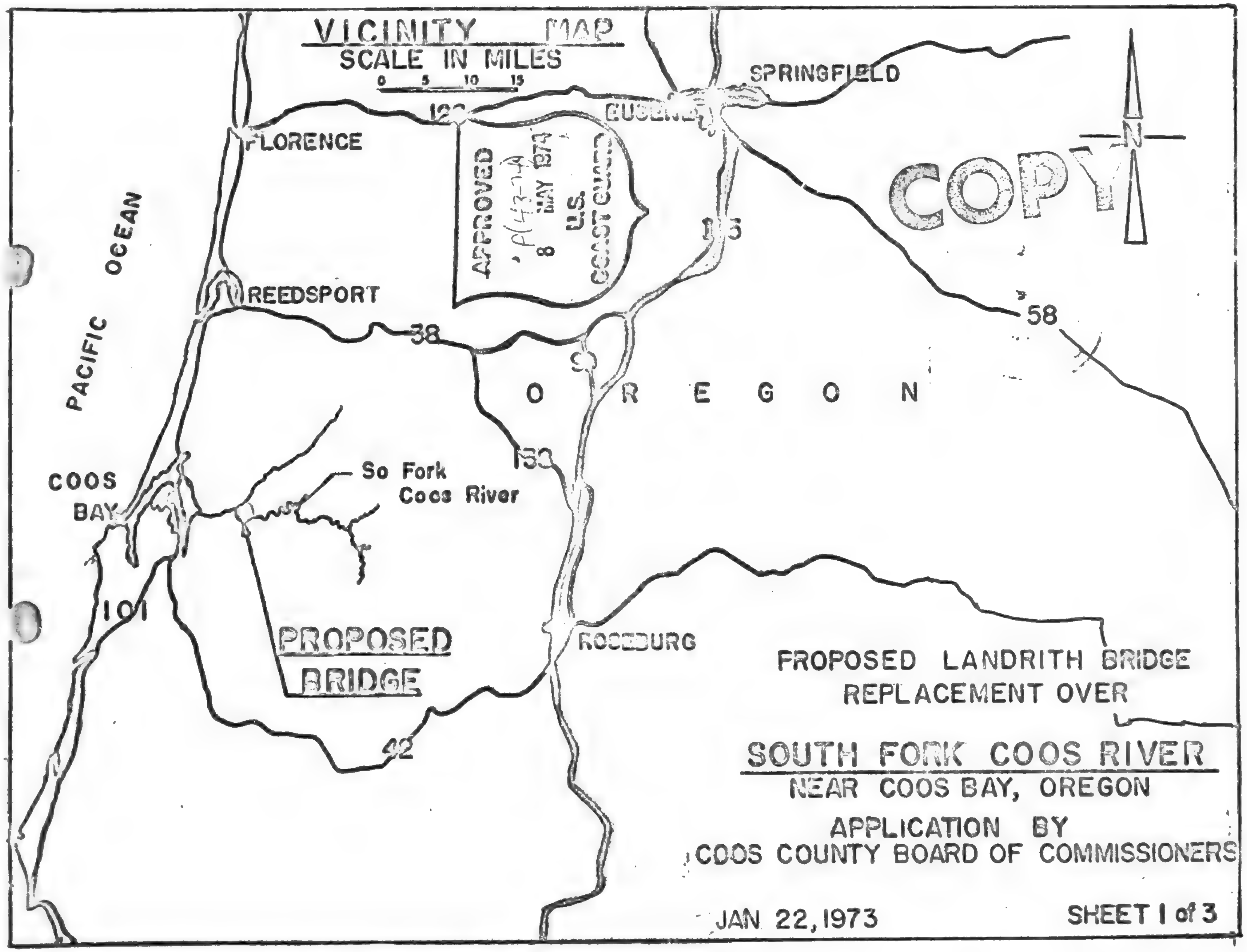
4. All parts of the existing Landrith bridge, mile 0.5, shall be removed down to 1 foot below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new Landrith bridge, mile 2.2, will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

R. I. PRICE
Captain, U. S. Coast Guard
Acting Chief, Office of Marine
Environment and Systems

COPY

VICINITY MAP


SCALE IN MILES
0 5 10 15
PACIFIC OCEAN
FLORENCE
REEDSPORT
COOS BAY
101
126
38
99
138
42
58
105
SPRINGFIELD
EUGENE
ROSEBURG
OREGON
So Fork Coos River
PROPOSED BRIDGE
N

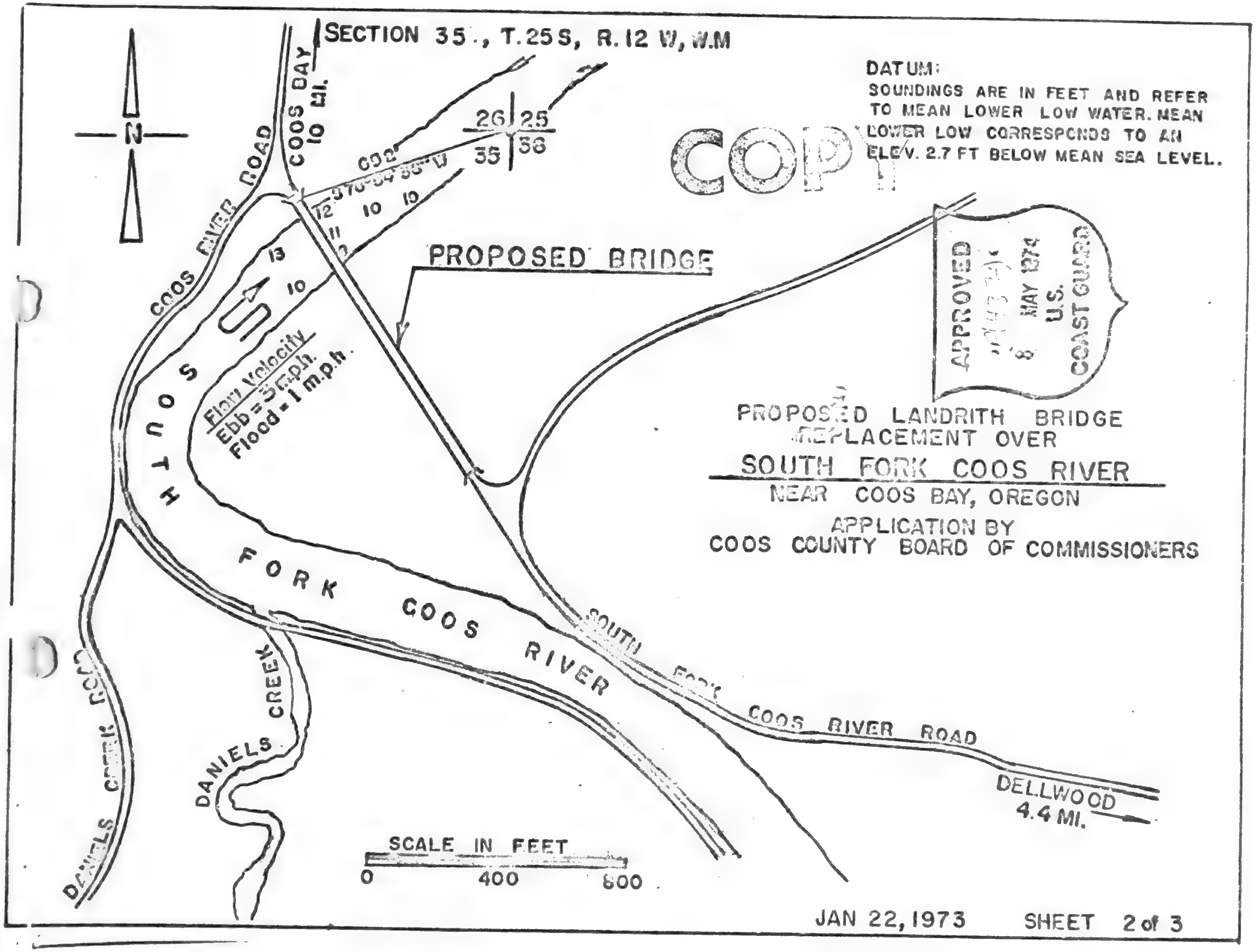
APPROVED
P(43-74)
8 MAY 1974
U.S.
COAST GUARD

COPY

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3


N
COOS RIVER ROAD
COOS BAY 10 MI.
26 25
35 36
S76°54'35"W
12 10 10
11
13
10
PROPOSED BRIDGE
Flow Velocity
Ebb = 3 m.p.h.
Flood = 1 m.p.h.
SOUTH FORK COOS RIVER
SOUTH FORK COOS RIVER ROAD
DELLWOOD 4.4 MI.
DANIELS CREEK
DANIELS CREEK ROAD
SCALE IN FEET
0
400
800

SECTION 35, T.25S, R.12 W, W.M

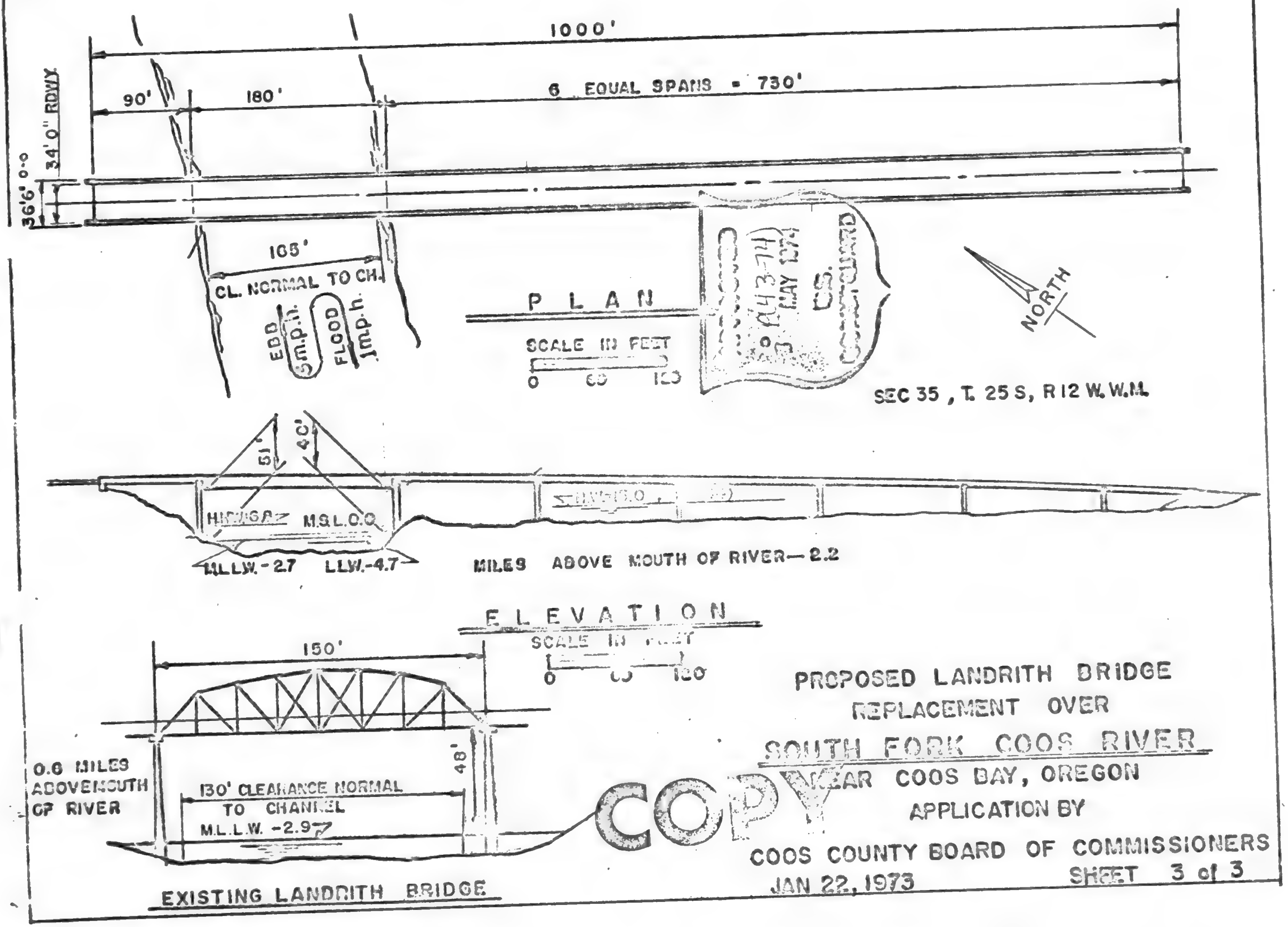
DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

COPY

APPROVED
8 MAY 1974
U.S.
COAST GUARD

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973 SHEET 2 of 3


1000'
90'
180'
6 EQUAL SPANS = 730'
34'0" RDWY
36'6" O-O
165'
CL. NORMAL TO CH.
EBB 5 m.p.h.
FLOOD 1 m.p.h.
PLAN
SCALE IN FEET
0 60 120
NORTH
SEC 35, T. 25 S, R 12 W. W.M.
51'
40'
HHW
M.S.L. 0.0
M.L.L.W. -2.7
L.L.W. -4.7
MILES ABOVE MOUTH OF RIVER — 2.2
ELEVATION
SCALE IN FEET
0 60 120
150'
48'
0.6 MILES ABOVE MOUTH OF RIVER
130' CLEARANCE NORMAL TO CHANNEL
M.L.L.W. -2.9
EXISTING LANDRITH BRIDGE

(A43-74)
MAY 1974
U.S. COAST GUARD

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 3 of 3

COPY

Coo - 255

NOTIFICATION FOR RIGHT-OF-WAY

PURCHASE OR REVIEW

Receipt of this notification is authority to start right-of-way negotiations or right-of-way review on the following described project:

Date May 8, 1974

Project Name South Coos River (Landrith Bridge) Section

County (FAS project) Coos City (FAU project)

FAS No. 255 FAU No.

R/W Acquisition for Co. X R/W Acquisition for City

R/W Review for Co. R/W Review for City

Local County Representative L. L. Buoy, County Roadmaster

Local City Representative

OSHD Representative for FAS Program Harold Reynoldson

OSHD Representative for FAU Program

Notification to Region III R/W Office

Notification to Finance Branch, Attn: Richard Hacek

4/2/74

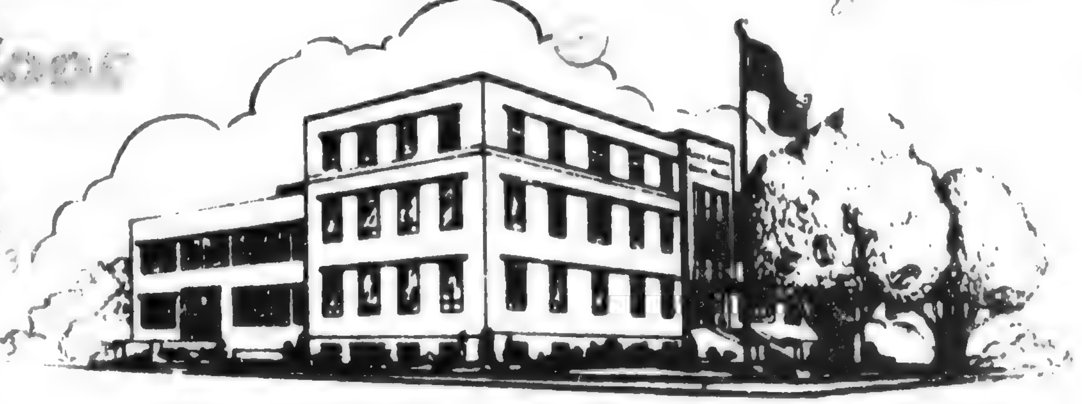
☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

FAS 255-Coos

County of Coos

BOARD OF COMMISSIONER
Coos County Courthous
Coquille, Oregon 9742

Lonnie Van Elsberg
M.R. "Mickey" Moffi
Woody Robison



May 6, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si,

Please be advised that it is the desire of the Coos County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the South Coos River (Landrith) Bridge Section of Coos River Road, FAS 225.

It is understood that the necessary rights of way will be acquired in the name of Coos County and that all costs incurred will be paid by Coos County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon Department of Transportation to complete any necessary work necessary for the preparation of legal descriptions for the acquisition of rights of way.

Sincerely,

BOARD OF COMMISSIONERS

M.R. Mickey Moffitt
Chairman

Woodrow Robison
Commissioner

Lonnie Van Elsberg
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ■ UE
☐ UPE ☐ CE ☒ RE ☒ PPE ☐

Copies To. R/W
Region III
Finance

pb

8053 Hubbard Intchg.-Woodburn -74
Intchg. Pacific Highway
(Landscaping)

#053 .

9

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-17 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-2-79	State Oregon County Marion Project Number I-5-5(61)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 9, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 266,000.00	$ 280,000.00
Federal funds	$ 245,385.00	$ 258,356.00
Other revisions		

This modification is made for the following reasons:

Increase in Construction Bid Item Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of March, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

GPO 927 494

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, OR February 26, 1979

Federal Aid Project
No. I-5-5(61)274

Hubbard Interchange-Woodburn Interchange
Pacific Highway in Marion County

Revised Project Agreement Estimate

Type Code Y003
Roadside Landscaping (Sta. 645+10 thru. Eq. 1027+28.94 bk-1026+69.77 ahd. to Sta. 1149+00)

Subtotal of previous estimate of Sept. 26, 1978			$236,715.10
Previous Estimate			
Bark Mulch	810 units	48.71	$ 39,455.10
Revised Estimate			
Bark Mulch	1,032 units	48.71	$ 50,268.72
		difference	$ 10,813.62
		Sub-total	247,528.72
		Engineering	32,471.28
		Total	$280,000.00

Length of Roadway - - - 0.0 mile

Federal Funds - - -	$258,356.00
State Funds - - - -	21,644.00
Total	$280,000.00

Group 1 - 100%
Contract 8053
Prefix 624-1088

8053

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-22		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	10-3-78	Project Number I-5-5(61)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 9, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$260,386.00	$266,000.00
Federal funds	$240,258.00	$245,385.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

GPO 927 494

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. file

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. I-5-5(61)274

Hubbard Interchange-Woodburn Interchange Pacific Highway in Marion County

Revised Project Agreement Estimate.

Type Code Y003
Roadside Landscaping (Sta. 645+10 thru Eq. 1027+28.94 bk.-1026+69.77 Ahd. to Sta. 1149+00)

Subtotal of Previous Estimate of September 3, 1974		$236,715.10
	Subtotal	$236,715.10
	Engineering	29,284.90
	TOTAL	$266,000.00

Length of Roadway -------------- 0.0 mile

Federal Funds ------------------ $245,385.00
State Funds -------------------- 20,615.00
TOTAL $266,000.00

Group 1 - 100%
Contract: 8053
Prefix: 624-1088

8053

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-26	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Marion
PROJECT REPORT NO. 4	9-12-74	PROJECT NO. I-5-5(61)274

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Woodburn Intchge., N. 9.55 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-15-73	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 260,386	FEDERAL FUNDS $ 240,258

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

for G. L. Green

Date executed by Division Engineer SEP 12 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-5-5(61)274

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, September 3, 1974

Project Agreement Estimate

Type Code Y003
Roadside Landscaping (Sta. 645+10 Thru. Eq. 1027+28.94 bk = 1026+69.77 AH to Sta. 1149+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,313.00
Temporary Signs	122 sq.ft.	7.50	915.00
Flagman	52 hours	16.00	832.00
Furnishing and Planting Trees	410 only	26.40	10,824.00
Furnishing and Planting Shrubs	12,300 only	4.62	56,826.00
Furnishing and Planting Vines	39,400 only	0.25	9,850.00
Planting State Furnished Roses	17,700 only	1.97	34,869.00
Mushroom Compost	5,600 cu.yd.	7.39	41,384.00
Bark Mulch	810 units	48.71	39,455.10
			$199,268.10

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00
State Furnished Roses	17,700 only	2.11	37,347.00
			$ 37,447.00
	Subtotal		$236,715.10
	Engineering		23,670.90
	Total		$260,386.00

Length of Roadway - - - - - - - - - 0.0 mile

Federal Funds	$240,258.00
State Funds	20,128.00
Total	$260,386.00

Group No. 1 - - - - 100%
Contract No. - - - 8053
Prefix - - - - - - 624-1088

8053

8

January 31, 1979

Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Attention: Dick Slosson

Gentlemen:

Contract No. 8053 awarded to Landsystems, Inc. for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties was completed on January 30, 1975, and accepted by the State Highway Engineer on January 25, 1979.

Final payment in the amount of $7,265.65 will be released to Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc., 712 Dekum Building, Portland, OR 97204 after February 6, 1979. The total contract amount is $202,291.23 including $2,992.41 for work performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Everette H. Williams
Trustee in Bankruptcy of Landsystems, Inc.
712 Dekum Building
Portland, OR 97204

bc: Jack Sollis
C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 24, 1979

R D Church for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8053, Work Completed January 30, 1975

Project Hubbard Intch. - Woodburn Intch.

Highway Pacific

Counties Marion and Clackamas

Type of Work Roadside Improvement

Contractor Landsystems, Inc.

Recommended Acceptance Date January 25, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

Letter sent to surety on 1-31-79 by Karen.

APPROVED

H. S. Coulter

STATE HIGHWAY ENGINEER

Date 1-25-79

8053

8

January 23, 1979

Dick Hacek
Highway Accounting

C. W. Head
Commission Services

Landsystems, Inc.
Contract No. 8053
Hubbard Interchange-Woodburn Interchange
Pacific Highway
Marion & Clackamas Counties

Attached is a copy of a letter from R. L. Slosson, Supervisor, Claims Department, Insurance Company of North America, surety on the above contract.

Mr. Slosson is giving us permission to release the retainage on this contract to Everette H. Williams, Trustee in Bankruptcy for Landsystems, Inc., and mail to him at 712 Dekum Building, Portland, Oregon, 97204.

It is my understanding that an acceptance date will be coming in the near future from our Construction Office.

CWH:kkr

Attachment

cc: Jack Sollis
    C. T. Keasey
    Gareld Inloes
    Robert Church

INA

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

January 18, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: C. W. Head, Commission Services

RE: File: 941 B 32 94 38-X
Insd: State of Oregon
Clmt: Land Systems, Inc.
D/E: 1/30/75

Dear Mr. Head:

We have your letter of January 10, 1979 and we have been following the progress of this matter. It appears that you have personally sent out checks on this matter, resolving the problem. If you are assured at this time that there appears to be no further claim to be made against the bond, you have our permission to release this retainage to Mr. Williams, the Trustee in Bankruptcy.

Yours very truly,

R. Slosson

R. L. Slosson
Supervisor
Claims Dept.

am

cc: Jerome B. Shank
Tom DeHart

RECEIVED
JAN 22 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8053

8

January 10, 1979

R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Re: Landsystems, Inc., Contract No. 8053
Hubbard Interchange-Woodburn Interchange
Pacific Highway
Marion & Clackamas Counties

Dear Mr. Slosson:

Attached is a copy of a letter from Jerome B. Shank concerning the remaining retainage with the above contract.

Do we have your approval to release the remaining funds of this contract to Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc., as outlined in Mr. Shank's letter?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachment

bc
Jack Sollis
C. T. Keasey
Vernon Skoog Attn: Dick Hacek
Gareld Inloes
Bob Church

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES
ATTORNEYS AT LAW
1111 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES
JOHN P. DAVENPORT
JEFFREY R. SPERE
RONALD A. SHELLAN

AREA CODE 503
TELEPHONE
227-1111

January 2, 1979

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: C. W. Head, Commission Services

Gentlemen:

Re State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

I acknowledge receipt of your letter dated December 29, 1978. The bankruptcy case is still pending in Federal Court and the remaining retainage should be made payable to "Everette H. Williams, Trustee in Bankruptcy of Landsystems, Inc.", and mailed to him at 712 Dekum Building, Portland, Oregon 97204.

Sincerely,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jerome B. Shank

JBS/nj
cc Everette H. Williams
R. L. Slosson
Tom DeHart

RECEIVED
JAN 3 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8053

December 29, 1978

Mr. Jerome Shank
Attorney at Law
1111 American Bank Building
Portland, OR 97205

RE: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Dear Mr. Shank:

The State Highway Division has now paid all employee wage claims on the subject contract. We do not know if the material claims, totaling $17,751.70, have been satisfied.

We presume the Landsystems, Inc. bankruptcy matter has been resolved, and we anticipate releasing the remaining retainage on the contract to the surety, Insurance Company of North America.

If we do not hear to the contrary by January 15, 1979, your concurrence will be assumed.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ms:CWH:kkr

cc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Tom DeHart
Insurance Company of North America
P. O. Box 911
Portland, OR 97207

bc: Jack Sollis
C. T. Keasey
V. E. Skoog (Attn: Jim Kinns)
Gareld Inloes
Bob Church

Mr. Jerome Shank
Attorney at Law
1111 American Bank Building
Portland, OR 97205

Dear Mr. Shank:

Re: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

The State Highway Division has now paid all employee wage claims on the subject contract. We do not know if the material claims, totaling $17,751.70, have been satisfied.

We presume the Landsystems, Inc. bankruptcy matter has been resolved, and we anticipate releasing the remaining retainage on the contract to the surety--Insurance Company of North America. If we do not hear to the contrary by January 15, 1979, your concurrence will be assumed.

cc R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Tom DeHart
Insurance Company of North America
P. O. Box 911
Portland, OR 97207

bc Jack Sollis
C. T. Keasey
V. E. Skoog, attn Jim Kinns
Gareld Inloes

APPROVED
JCS
Chief Counsel
Oregon Department of Transportation

ms:CWH:kkc

NOTED
W. HEAD

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Elfigo Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $83.23 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer
By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Elfigo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $83.23 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Elfido Zedillo
Signature

Dec. 18, 1978
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Elfigo Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-7.4 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Elfigo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $83.23 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Lorenzo Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $198.69 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Lorenzo Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $198.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

LORENZO SEDILLO
Signature

12-18-78
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Lorenzo Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Lorenzo Sedillo, has a claim for labor performed on State Highway Contract No. 8033 with Landsystems, Inc. in the sum of $198.09 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 18, 1978

Richard Sedillo
1103 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $190.63 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headvatt.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Richard Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $190.63 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

RICHARD Sedillo
Signature

12-18-78
Date

MS:mk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Richard Sedillo
158 SW Oak
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Richard Sedillo, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $190.63 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

#8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

December 7, 1978

Kraig Beveridge
2214 N. Willamette
Portland, OR 97217

Enclosed is State Highway Division check for $1,113.15 which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Headwatt.
Jack Sollis
Highway Accounting

W HEAD

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Kraig Beveridge, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,113.15 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Kraig M Beveridge
Signature

11-24-78
Date

MS:mk

RECEIVED
NOV 27 1978
CONSTRUCTION
BRANCH

Kinsey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8053

P

STATE OF OREGON

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Peter Hernandez
Rt. 2, Box 163M
Dayton, OR 97114

Enclosed is State Highway Division check for $1,232.69, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Peter Hernandez, has a claim for labor performed on State Highway Contract No. 6053 with Landsystems, Inc. in the sum of $1,232.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Peter Hernandez
Signature

Oct 22 1978
Date

MS:mk

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
OCT 24 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Peter Hernandez
813 Ash Street
Dayton, OR 97114

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.
bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Peter Hernandez, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,232.69 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Fernando Siller
8755 N. Wayland
Portland, OR 97203

Enclosed is State Highway Division check for $192.88, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Fernando Siller, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $192.88 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Fernando H. Siller
Signature

10/23/78
Date

MS:mk

RECEIVED
OCT 25 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richardson
Berg
Inloes
Widmer
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Fernando Siller
3532 N. Baldwin
Portland, OR 97217

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Fernando Siller, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $192.88 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8053

P.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

Steve Duncan
4249 N. Alaska #800
Portland, OR 97203

Enclosed is State Highway Division check for $676.62, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att
Jack Sollis
Highway Accounting

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Duncan, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $676.62 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Steve Duncan
Signature

Oct 22, 1978
Date

MS:mk

Keasey RECEIVED Richards
Jackmond Berg
Hopkins OCT 24 1978 Inloes
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Steve Duncan
9221 N. Lombard, Apt. 12
Portland, OR 97203

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Duncan, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $676.62 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

____
Signature

____
Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 13, 1978

William Barbis
433 7th Avenue
Eastside, OR 97420

Enclosed is State Highway Division check for $948.48, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, William Barbis, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $948.48 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

William R. Barbis
Signature

October 21, 1978
Date

MS:mk

RECEIVED
OCT 23 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

William Barbis
6724 SE 72nd, Apt. A-11
Portland, OR 97206

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, William Barbis, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $948.48 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

____
Signature

____
Date

MS:mk

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

November 3, 1978

Ron Baltazar
6051 NE Simpson
Portland, OR 97218

Enclosed is State Highway Division check for $649.77, which is payment ~~in full~~ for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head ✓ att.
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ron Baltazar, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $649.77 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

RECEIVED
OCT 19 1978
CONSTRUCTION
BRANCH
[illegible]
[illegible]
[illegible]
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8053

P

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 26, 1978

Ernest Caballero
266 E. Lincoln St.
Woodburn, OR 97071

Enclosed is State Highway Division check for $279.64, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att. ✓
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ernest Caballero, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $279.64 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Ernest Caballero
Signature

oct-15-1978
Date

new address.
266 E. Lincoln St.
WoodBurn, Ore 97071

MS:mk

Keasey RECEIVED Richards
Jackmond Berg
Hopkins OCT 17 1978 Inloes
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Ernest Caballero
246 NW Freeman Ave.
Hillsboro, OR 97123

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Ernest Caballero, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $279.64 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

8-53

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Jose Luis Tamez
18250 SW Shaw, Apt. #1
Aloha, OR 97005

Enclosed is State Highway Division check for $161.70, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Kessey
Construction Engineer

By ORIG SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Jose Luis Tamez, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $161.70 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Jose Luis Tam
Signature

10-16-78
Date

MS:mk

RECEIVED
OCT 17 1978
CONSTRUCTION
BRANCH

Kensey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlows
Widner
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Jose Luis Tamez
18250 SW Shaw, Apt. #1
Aloha, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.
bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3123

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

James Manning
1537 SE Maple
Portland, OR 97214

Enclosed is State Highway Division check for $1,119.29, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG SIGNED BY
[illegible]

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head ✓ att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, James Manning, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,119.29 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

James M. Manning
Signature

Oct. [illegible] 78
Date

MS:mk

RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

James Manning
1537 S.E. Maple
Portland, OR 97214

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

WR:mk

Encs.
bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Steve Baltazar
2206 NE 10th Ave.
Portland, OR 97212

Enclosed is State Highway Division check for $177.87, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head[illegible]att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Steve Baltazar, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $177.87 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Steve Baltazar
Signature

10/13/78
Date

MS:mk

Kensey RECEIVED Richards
Jackmond Berg
Hopkins OCT 16 1978 Inloes
Williams Wismer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Ron Baltazar
6051 NE Simpson
Portland, OR 97218

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

8053

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Tony Gonzales
P. O. Box 39
Cornelius, OR 97113

Enclosed is State Highway Division check for $148.32, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att
Jack Sollis
Highway Accounting

NOTED
C. W. HEAD

orm 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Tony Gonzales, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $148.32 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

Kensey RECEIVED Richards
Jackmond Berg
Hopkins OCT 16 1978 Inlocs
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Tony Gonzales
P. O. Box 39
Cornelius, OR 97113

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Clifford Hickithier
360 SW 132nd
Beaverton, OR 97005

Enclosed is State Highway Division check for $1,048.57, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att ✓
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Clifford Hickethier, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,048.57 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Clifford Hickethier
Signature

11 [illegible]
Date

MS:mk

RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inlows
Wiemer
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Clifford Hickithier
360 SW 132nd
Beaverton, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.
bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

8053

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Robert Castellano
18665 SW Alexander
Aloha, OR 97005

Enclosed is State Highway Division check for $166.40, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Robert Castellano, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $166.40 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Robert Castellano
Signature

10/13/78
Date

MS:mk

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
OCT 16 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widner
Gebauer
Church

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Robert Castellano
18365 SW Alexander
Aloha, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

8053

P

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Carl Cayanus
8300 SW Greenway #41
Beaverton, OR 97005

Enclosed is State Highway Division check for $870.53, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG SIGNED BY WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

MS:ml

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank
C. W. Head/att.
Jack Sollis
Highway Accounting

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Carl Cayanus, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $870.53 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

10/14

Date

MS:mk

RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH

Kensey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Perry
Inlox
Widmer
Gebauer
Church

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Carl Cayanus
12765 SW Evergreen
Beaverton, OR 97005

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3123

8053

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 25, 1978

Domingo Flores
1123 SE Oak
Hillsboro, OR 97123

Enclosed is State Highway Division check for $234.55, which is payment in full for labor performed on State Highway Contract No. 8053 with Landsystems, Inc., for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

We have made no deductions. Federal and State income tax and Social Security tax are your responsibility.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

MS:mk

Enc.

bc: R. L. Slosson
Tom Dehart
Jerome Shank ✓
C. W. Headyatt.
Jack Sollis
Highway Accounting

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Keesey RECEIVED Richards
Jackmond Berg
Hopkins OCT 13 1978 Inloes
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

Notice is hereby given that the undersigned, Domingo Flores, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $234.55 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

10 [illegible]

Date

MS:mk

[illegible]

[illegible]

[illegible]

[illegible] 1123

Hillsboro Oregon

97123

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Domingo Flores
P. O. Box 98
Cornelius, OR 97113

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.

bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head ✓
Jack Sollis

Form 81-734 3123

#8053

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

October 11, 1978

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Kraig Beveridge
2214 N. Willamette
Portland, OR 97217

To comply with Oregon Law (ORS 279.526), a notice of claim must be filed for unpaid wages for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. before the Highway Division can make payment of such wages.

Please sign the enclosed notice of claim and return it in the self-addressed envelope provided. As soon as possible thereafter, a check in the amount stated in the notice will be mailed to you.

C. T. Keasey
Construction Engineer

By
ORIG. SIGNED BY
WARREN RICHARDS
Warren Richards
Construction Office
Coordinator

WR:mk

Encs.
bc: R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

C. W. Head
Jack Sollis

Form 81-734 3123

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Notice is hereby given that the undersigned, Kraig Beveridge, has a claim for labor performed on State Highway Contract No. 8053 with Landsystems, Inc. in the sum of $1,113.15 against the bond taken from Insurance Company of North America for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Signature

Date

MS:mk

#8053

June 14, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Mr. Jerome Shank
Attorney at Law
1111 American Bank Building
Portland, OR 97205

Re: State Highway Contract No. 8053
Landsystems, Inc.
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Gentlemen:

The State Highway Division has retained $16,758.66 on this contract. Wage claims total $9,493.01. A list of the underpaid employees, the amount owing each and their current known addresses is attached. This information was sent to Mr. Slosson on May 3.

We should mention that even though we previously had anticipated paying the employees directly and had obtained permission from both Mr. Slosson and Mr. Shank to do so, we must insist that the bonding company make payment to the employees and furnish copies of cancelled checks. This change is based on advise from our Legal Counsel.

We have on file material claims totaling $17,751.70 with no record that they have been satisfied. These claims are: Samuel J. Rich, Inc., $2,375.00; Van Meter Nursery, $9,243.20; and Lance Staab Nursery, $6,133.50.

Our Legal Counsel advises that before the balance of the retainage can be released, we must have a joint letter from the surety and the trustee in bankruptcy indicating agreement as to the disposition of the remaining funds.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON [illegible]
6-15-78 kr

Attachment

MS:mk:CWH:kkr

bc: Jack Sollis
Gareld Inloes
C. T. Keasey

HUBBARD INTCH.-WOODBURN INTCH.
CONTRACT 8053

UNDERPAID EMPLOYEES

EMPLOYEE	SOC.SEC.NO.	AMOUNT
James Manring 1537 S.E. Maple Portland, OR	------------	$1,119.29
Clifford Hickithier 360 SW 132nd Beaverton, OR 97005	543-32-7442 or 541-72-0375	$1,048.57
Peter Hernandez 813 Ash Street Dayton, OR 97114	542-64-2957	$1,232.69
Kraig Beveridge 2214 N. Willamette Portland, OR 97217	540-42-7308	$1,113.15
Jose Luis Tamez 18250 SW Shaw, Apt. #1 Aloha, OR 97005	519-56-2469	$ 161.70
Domingo Flores P. O. Box 98 Cornelius, OR 97113	519-58-9217	$ 234.55
Elfigo Sedillo 158 SW Oak Hillsboro, OR 97123	526-21-7988	$ 83.23
Richard Sedillo 158 SW Oak. Hillsboro, OR 97123	526-41-3144	$ 190.63
Robert Castellano 18665 SW Alexander Aloha, OR 97005	458-84-3289	$ 166.40
Ernest Caballero 240 NW Freeman Ave. Hillsboro, OR 97123	508-64-9440	$ 279.64
Tony Gonzales P. O. Box 39 Cornelius, OR 97113	------------	$ 148.32

EMPLOYEE	SOC.SEC.NO.	AMOUNT
Lorenzo Sedillo 158 SW Oak Hillsboro, OR 97123	555-64-9030	$ 198.69
Fernando Siller 3532 N. Baldwin Portland, OR 97217	------------	$ 192.88
Carl Cayanus 12705 SW Evergreen Beaverton, OR	532-56-1492	$ 870.53
William Barbis 6724 SE 72nd, Apt. A-11 Portland, OR 97206	------------	$ 948.48
Steve Duncan 9221 N. Lombard, Apt. 12 Portland, OR 97203	541-02-4918	$ 676.62
Ron Baltazar 6051 NE Simpson Portland, OR 97218	541-72-0760	$ 649.77
Steve Baltazar 2206 NE 10th Ave. Portland, OR 97212	544-70-8906	$ 177.87

June 7, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Mr. Jerome Shank, Attorney at Law
1111 American Bank Building
Portland, OR 97205

APPROVED
Chief Counsel
Oregon Department of Transportation

Re: State Highway Contract 8053
Landsystems, Inc.,
Bankruptcy 77-03350
File: 941 B 32 94 38-X

Gentlemen:

The State Highway Division has retained $16,758.66 on this contract. Wage claims total $9,493.01. A list of the underpaid employees, the amount owing each, and their current known addresses is attached. This information was sent to Mr. Slosson on May 3.

We should mention that even though we previously had anticipated paying the employees directly and had obtained permission from both Mr. Slosson and Mr. Shank to do so, we must insist that the bonding company make payment to the employees and furnish copies of cancelled checks. This change is based on advice from our Legal Counsel.

We have on file material claims totaling $17,751.70 with no record that they have been satisfied. These claims are:

Samuel J. Rich, Inc.	$2,375.00
Van Meter Nursery	9,243.20
Lance Staab Nursery	6,133.50

The Highway Division must have assurance from the surety that the wage claims have been paid. Also, our Legal Counsel advises that before the balance of the retainage can be released, we must have a joint letter from the surety and the trustee in bankruptcy indicating agreement as to the disposition of the remaining funds.

Attach.

bc: Jack Sollis
Gareld Inloes
C. T. Keasey

MS:mk

8053

8

May 17, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Dear Mr. Slosson:

Thank you for your letter of May 11 with attachments concerning the Landsystems, Inc., Contract No. 8053 for roadside improvement on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Copies of your letter are being forwarded to Warren Richards, Construction Branch; Dick Hacek, Highway Finance Branch; and Jack Sollis, Legal Counsel.

As requested, we are enclosing copies of claim letters filed on the contract from Samuel J. Rich, Inc., Van Meter Nursery and Lance Staab Nursery.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Enc.

bc Warren Richards
Dick Hacek
Jack Sollis

INA
Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

May 11, 1978

Department of Transportation
Transportation Building
Salem, OR 97310

ATTENTION: C. W. Head

File: 941 B 32 94 38-X
Insd: State of Oregon
Principal: Land Systems, Inc.
D/E: 1/30/75

Dear Mr. Head:

I am returning a copy of your letter of May 3, and the original of the signature page you requested I sign. I hope that you will not dispose of the excess retention at this time without first consulting me. I had no idea of the outstanding claims for material that have been alleged as a result of this contract. I would appreciate having copies of any of these claims that have been made.

I also have several other outstanding bond claims with Land Systems which we may have to respond for under our policy. Under the circumstances the retention in this particular matter maybe the only retention available to us. Thank you for your cooperation.

Yours truly,

R. L. Slosson
Claims Supervisor

RLS/sf

cc: Portland Claims

RECEIVED
MAY 15 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAY 15 1978
HIGHWAY ACCOUNTING

NOTED
C. W. HEAD

B.O.F. 36

FILED
FEB 7 1978
BANKRUPTCY COURT

United States District Court

For the __________ District of OREGON

In re

LANDSYSTEMS, INC.,
an Oregon Corporation

Bankrupt *

Bankruptcy No. 77-03350

ORDER APPROVING TRUSTEE'S BOND

The bond filed by Everette H. Williams

of ** 712 Dekum Bldg., Portland, OR 97204 as trustee

of the estate of the above-named bankrupt is hereby approved.

Dated: February 7, 1978

Donal D. Sullivan
Bankruptcy Judge
Donal D. Sullivan

---

* *Include all names used by bankrupt within last 6 years.*

** *State post office address.*

FPI-MI—7-19-73-500M 850

Certified to be a true and correct
copy of original filed in this office.

FOLGER JOHNSON
DONAL D. SULLIVAN
HENRY L. HESS, JR.
BANKRUPTCY JUDGES

Date 2/24/78 By

8053

9

cc Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Jack Sollis
Gareld Inloes
C. T. Keasey

May 3, 1978

Mr. R. L. Slosson, Claims Supervisor
Insurance Company of North America
P. O. Box 12580
Seattle, WA 98111

Dear Mr. Slosson:

RE: File: 941 B 32 94 38-X
Landsystems, Inc.
Hubbard Int.-Woodburn Int.
Contract No. 8053

Your February 9 letter asked for the current status of this file. Attached is a copy of the Trustee's Bond in the bankruptcy of Landsystems, Inc. The Trustee, Everette H. Williams, has asked that any money remaining after paying the labor claims be turned over to him.

In your December 20, 1977, letter, you said there are no valid outstanding claims other than the wage claims. We have on file material claims totaling $17,751.70, with no record that they have been satisfied. They are: Samuel J. Rich, Inc., $2,375.00; Van Meter Nursery, $9,243.20; and Lance Staab Nursery, $6,133.50. Perhaps these are claims which you have already satisfied.

Attached is a list of the underpaid employees, their current addresses (as far as we have been able to determine), and the amount owing each. Please sign the enclosed release to authorize us to make payment directly to these employees.

The amount retained on this contract is $16,758.66. The labor claims total $9,493.01. If there are in fact no other valid claims, there will be a balance of $7,265.65.

I suggest that you contact Mr. Williams to arrive at an understanding as to whom the Highway Division shall send the remaining balance of the retainage on the contract. His address and phone number are: 712 Dekum Building, Portland, OR 97204; (503) 227-5351.

Very truly yours,

C. W. Head
COMMISSION SERVICES

WR:ms:CWH:dda
Attachments

HUBBARD INTCH.-WOODBURN INTCH.
CONTRACT 8053

UNDERPAID EMPLOYEES

EMPLOYEE	SOC.SEC.NO.	AMOUNT
James Manning 1537 S.E. Maple Portland, OR		$1,119.29
Clifford Hickithier 360 SW 132nd Beaverton, OR 97005	543-32-7442 or 541-72-0375	$1,048.57
Peter Hernandez 813 Ash Street Dayton, OR 97114	542-64-2957	$1,232.69
Kraig Beveridge 2214 N. Willamette Portland, OR 97217	540-42-7308	$1,113.15
Jose Luis Tamez 18250 SW Shaw, Apt. #1 Aloha, OR 97005	519-56-2469	$ 161.70
Domingo Flores P. O. Box 98 Cornelius, OR 97113	519-58-9217	$ 234.55
Elfigo Sedillo 158 SW Oak Hillsboro, OR 97123	526-21-7988	$ 83.23
Richard Sedillo 158 SW Oak Hillsboro, OR 97123	526-41-3144	$ 190.63
Robert Castellano 18665 SW Alexander Aloha, OR 97005	458-84-3289	$ 166.40
Ernest Caballero 246 NW Freeman Ave. Hillsboro, OR 97123	568-64-9440	$ 279.64
Tony Gonzales P. O. Box 39 Cornelius, OR 97113		$ 148.32

EMPLOYEE	SOC.SEC.NO.	AMOUNT
Lorenzo Sedillo 158 SW Oak Hillsboro, OR 97123	555-64-9030	$ 198.69
Fernando Siller 3532 N. Baldwin Portland, OR 97217		$ 192.88
Carl Cayanus 12765 SW Evergreen Beaverton, OR	532-56-1492	$ 870.53
William Barbis 6724 SE 72nd, Apt. A-11 Portland, OR 97206		$ 948.48
Steve Duncan 9221 N. Lombard, Apt. 12 Portland, OR 97203	541-62-4918	$ 676.62
Ron Baltazar 6051 NE Simpson Portland, OR 97218	541-72-0760	$ 649.77
Steve Baltazar 2206 NE 10th Ave. Portland, OR 97212	544-70-8906	$ 177.87

RELEASE

I authorize the Oregon State Highway Division to make payment directly to the above employees.

INA

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

February 9, 1978

Routing.
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
FEB 13 1978
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

Department of Transportation
Highway Division
Transportation Bldg.
Salem, OR 97310

ATTENTION: Warren Richards

RE: File: 941 B 32 94 38-X
Insd: State of Oregon
Clmt: Land System, Inc.
D/e: 1/30/75
cont: 8053

Dear Mr. Richards:

After receiving your letter of December 20 to Landsystems we have heard nothing further on this matter. I am wondering if you could tell me of the current status of this particular situation.

Yours truly,

R. L. Slosson
Claims Supervisor

RS/sf

EVERETTE H. WILLIAMS
TRUSTEE AND RECEIVER IN BANKRUPTCY
712-14 DEKUM BUILDING
519 S. W. THIRD AVENUE
PORTLAND, OREGON 97204
. . . .
TELEPHONE 227-5351

Routing
Keesey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
FEB 28 1978
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

February 27, 1978

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310
Attention: Warren Richards, Construction Office Coordinator

Re: Landsystems, Inc.
Bankruptcy 77-03350

Your Re: Supplemental Payroll Costs
Hubbard Intch. - Woodburn Intch.
Contract No. 8053

Dear Mr. Richards:

I am writing you to follow up the telephone conversation that you had with Mr. Jerome Shank who is my attorney in this bankruptcy. I am enclosing a certified copy of the Order Approving Trustee's Bond on Landsystems, Inc.

I am unable to locate all of the people that have money owed to them as to their addresses. However, the following list are people and their addresses that I have:

Cliff Hickethier, 360 SW 132nd, Beaverton, Oregon 97005
Kraig Beverage, 7523 N Gloucester, Portland, Oregon
James Manning, 1537 SE Maple, Portland, Oregon
Luis Tamez, 18250 SW Shaw #1, Aloha, Oregon 97005
Domingo Flores, 18665 SW Alexander, Aloha, Oregon 97005
Robert Castellano, 18665 SW Alexander, Aloha, Oregon 97005
Ernest Caballero, 18665 SW Alexander, Aloha, Oregon 97005
Tony Gonzales, 18665 SW Alexander, Aloha, Oregon 97005
Carl Cayanus, 12765 SW Evergreen, Beaverton, Oregon 97005

The names listed below are the people for whom I do not have an address:

William Barbis
Pete Hernandez
Elfigo Sedillo
Richard Sedillo
Lorenzo Sedillo
Fernando Siller
Steve Duncan
Ron Baltazar
Steve Baltazar

I would appreciate it if you would forward to me the money that is left over after the salaries are paid or at least held for you until such time as possibly we can locate these people. As you know most of them are intinerate workers and there is a possibility that we will never be able to locate them.

Your cooperation in mailing me the money left after paying the wages will be appreciated.

If you have any further questions, will you please contact me at the above address or contact my Attorney, Jerome Shank, whose address is 1111 American Bank Building, Portland, Oregon 97205 and whose telephone number is 227-1111.

Sincerely,

Everette H Williams

Everette H. Williams, Trustee

EHW/km
enclosure

B.O.F. 20

United States District Court

FILED
FEB 7 1978
BANKRUPTCY COURT

For the ________ District of OREGON

In re

LANDSYSTEMS, INC.,
an Oregon Corporation

Bankrupt *

Bankruptcy No. 77-03350

ORDER APPROVING TRUSTEE'S BOND

The bond filed by Everette H. Williams of ** 712 Dekum Bldg., Portland, OR 97204 as trustee of the estate of the above-named bankrupt is hereby approved.

Dated: February 7, 1978

Bankruptcy Judge
Donal D. Sullivan

---

* *Include all names used by bankrupt within last 6 years.*

** *State post office address.*

FPI-MI—7-19-73-500M 850

Certified to be a true and correct
copy of original filed in this office.

FOLGER JOHNSON
DONAL D. SULLIVAN
HENRY L. HESS, JR.
BANKRUPTCY JUDGES

Date 2/24/78 By

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 20, 1977

Landsystems
c/o Maintain
12870 SW 1st
Beaverton, OR 97005

Attn: Lois Renwick

Re: Supplemental Payroll
Costs
Hubbard Intch.-Woodburn Intch.
Contract No. 8053

Gentlemen:

Enclosed are two copies of proposed Price Agreement No. 8. This agreement documents the Highway Division's willingness to reimburse the contractor in the event the U. S. Department of Labor reverses its decision regarding the applicability of contract minimum wages for establishment work.

Please return the original when submitting the supplemental paychecks for distribution by the Highway Division. The agreement should be signed by someone authorized by Landsystems to act for the firm.

As we discussed in our telephone conversations, I will distribute Landsystem payroll checks provided I can verify their current addresses for the employees. I therefore need the latest address and telephone number you have for each employee as soon as possible.

For those employees whose addresses we cannot readily verify, please have Landsystems authorize the Oregon State Highway Division to make payment to the employee for the net amount. Payroll deductions should be handled by the contractor. Supplemental certified payrolls will be required for all employees.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards

Warren Richards
Construction Office
Coordinator

WR:mk

Attach.

cc: Landsystems w/attach.
Insurance of North America - Dick Slosson

bc: Loren Weber/attach.
Robert Royer/attach.
Jack Sollis
Jim Kinns
Robert Church/attach.
FHWA
Cecil Head

INA

Insurance Company of North America
1000 Denny Building 2200 Sixth Avenue P.O. Box 12580 Seattle WA 98111
206 447 7000

December 20, 1977

#8053

12-22-77
Copies to:
Kinns
Church
Sollis
W. Richards
CWH

State of Oregon
Dept. of Transportation
Commission Services
Transportation Bldg.
Salem, OR 97310

ATTENTION: C. W. Head

3/1/78 - Warren Ri is still working on this, he will send us a cc of his letter to Slosson C.H.

RE: File: 941 B 32 94 38-X
Obligee: State of Oregon
Principal: Land Systems, Inc.
D/e: 1/30/75
Bond: SCD 90 43 37

#8053

Dear Mr. Head:

I have had conversations with both yourself and Mr. Warren Richards of your office. I understand that to release the contract and the surety bond, it is necessary that Landsystems pay certain employees on the project a retroactive increase due them by terms of your contract.

I have checked and there are no other valid outstanding claims of suppliers on the retained balance of the contract.

This letter is to agree, as surety in your proposal, to retain sufficient funds to pay the increased salaries to those employees who may not be readily located by the State or Landsystems. I would apprec written documentation of the terms and nature and extent of greement and obligation to confirm our understanding.

Yours very truly,

R. L. Slosson
Claims Supervisor

RS/sf

W. Richards will draft reply when he hears back from Landsystems - C.H.

1/11/7[illegible]

8.53

8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Bob Burco
Director of Transportation

DATE: August 29, 1977

FROM: Scott Coulter
State Highway Engineer

SUBJECT: Doug Anderson Inquiry
Hubbard Interchange-Woodburn Interchange
Contract No. 8053, Landsystems, Inc.

Attached is a copy of a March 1, 1976 labor compliance report regarding minimum wage rate violations on the subject project. Also attached are a copy of the U.S. Department of Labor's response and a copy of the Federal Highway Administration's June 4, 1976 letter transmitting the compliance report to the Department of Labor. Note that Landsystems, Inc., is the contractor for the project, rather than Pacific Landscape Contractors Limited, another firm with which Mr. Doug Anderson is associated.

After receiving the Department of Labor's March 7, 1977 response, the contractor was advised of the Department's opinion and was again requested to comply with the contract wage requirements (copy of April 18, 1977 letter attached). A meeting was held with the contractor on June 7 in which Mr. Anderson indicated a willingness to pay the workmen if the Highway Division would guarantee reimbursement should it later be determined that contract minimum wages were not appropriate for establishment work. Mr. Anderson agreed to put this in a written request upon his return from a planned trip to Washington D.C., later in the month. Highway representatives at the meeting agreed to recommend approval of such a solution to the problem if the agreement specified what constituted final determination and a time limit that was mutually acceptable.

Mr. Anderson had been advised that placing funds in escrow while awaiting a decision no longer appeared appropriate, as the U.S. Department of Labor had already concurred in our position. Also, reduction of withholdings to the amount of underpayment would leave little incentive for the contractor to comply with the wage requirements.

We have had no further contact with Mr. Anderson, although the Resident Engineer has written to the contractor and has left telephone messages requesting that Mr. Anderson contact him regarding a solution to the problem.

Att.

cc C. T. Keasey
John Sheldrake

LABOR COMPLIANCE REPORT

Section: Hubbard Intch. - Woodburn Intch.

Contractor: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

Contract 8053

FAP No. I-5-5(75)64

March 1, 1976

This report is regarding wages paid by the prime contractor for landscaping work performed on a Roadside Improvement project located approximately 25 miles south of Portland, Oregon on Interstate 5.

A complaint was received on October 20, 1975 regarding the wage rates paid. The complaint was verbally registered [redacted] Interviews were conducted on that date which indicated the four employees on the job at that time were being paid at the rate of $4.25 per hour. The minimum hourly wage rate for Landscape Laborers listed in the contract special provisions is $6.55 plus fringe benefits of $1.57 for a total of $8.12 per hour.

The contractor had submitted payrolls during the initial work indicating that the contract minimum wages had been paid. This initial work involved the original planting, etc. No complaints have been received for that portion of the work and interviews conducted indicate no violation occurred during that period.

The contractor returned to the project and commenced the establishment work on October 6, 1975. This work involved such things as weeding, spraying, and replanting that were required by the contract. It is the contractor's responsibility to care for the plants through a summer season after all the original planting has been performed. Any plant that does not survive the summer must be replaced.

The contractor submitted payrolls for the work performed during the establishment period only after repeated requests from the project resident engineer. By the time the payrolls were submitted, the resident engineer had already requested that all payments to the contractor be stopped. The payrolls indicate hourly wage rates varying from $2.75 to $4.85 were paid. The weekly statements of compliance fail to indicate whether or not payments were made to approved fringe benefit funds. The underpayment in wages have been calculated to be $9,477.13, assuming that the payrolls are correct and that no fringe benefits have been paid. The Highway Division is currently holding $15,704.43.

The State prevailing wage rate law states that the employer is "liable" for liquidated damages equal to the amount of underpayment. At this time, the Highway Division is awaiting guidance from the Oregon Bureau of Labor regarding any responsibility we may have for withholding sufficient funds to cover the possible liquidated damages which would be paid to the employee. Representatives of the Wage and Hour Division of the Bureau have informally stated that, in their opinion, the Highway Division is not responsible for insuring payment of liquidated damages to the employee. Presumably the prime contractor would also not be responsible in the case of a violation by a subcontractor. We have not yet received a formal response, however. When, and if, we are advised that the contracting agency is not responsible for withholding the above damages, we will reduce the withholdings to the amount calculated for underpayment of wages.

The contractor's attorney has requested that the disputed funds be placed in escrow. It is the attorney's contention that the wages listed in the contract as prevailing wage rates are not applicable. He contends: (1) that an agreement with the United Landscaping and Irrigation Employees of Oregon should establish the prevailing wage rate; (2) that the listed rates do not apply to establishment work performed on the project; and (3) that the rates listed were not determined in accordance with State law.

We will respond to the contractor's attorney through the Highway Division's legal counsel. Our suggested rough draft for our counsel will state that an escrow fund, established in conformance with guidelines listed on page 127 of the FHWA Labor Compliance Manual, will be acceptable provided it is satisfactory to the ~~U.S. Department of Labor's~~ FHWA's Chief Counsel.

The rough draft will point out that under State law it is the Oregon Commissioner of Labor's responsibility, in cooperation with the U. S. Secretary of Labor, to determine the prevailing wage. It will also point out that the prevailing wage rates, however determined, are a part of our contract and the contractor is in violation of our contract as well as the State and Federal prevailing wage rate laws.

We will point out that if it should be determined that the prevailing wage rates were not properly established, that new prevailing rates would not affect work already competitively bid.

It should be noted that the federal prevailing rate (including fringe benefits) for Landscape Laborers is $7.37 while the State rate is $8.12 per hour. Both rates are listed in the contract with a stipulation that, where any conflict occurs, the higher prevailing wage rate shall apply. It is therefore assumed that the U. S. Department of Labor will enforce the higher rate as it is a contract provision of a federal-aid project even though the U. S. Department of Labor did not establish the rate itself.

There appears to be little hope that the contractor will voluntarily comply with labor provisions of the contract. The Highway Division will undoubtedly need the assistance of the U. S. Department of Labor in resolving this matter.

Warren Richards

Warren Richards
Labor Compliance Officer

WR:mk

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: August 25, 1977

FROM: Bob Burco
Director of Transportation

SUBJECT: Pacific Landscape Contract

Becki Berg of Congressman Les AuCoin's office called today in reference to a constituent's problem dating back in June in which a Doug Anderson of Pacific Landscape indicated a misunderstanding of the Highway Division's withholding a $16,000 payment.

It appears to have something to do with conflicts of wage rates paid to some specific group of employees. Mr. Anderson's complaint is with a lack of clarity on our part as to what is at issue.

I would very much appreciate some information on this matter prior to my leaving for Washington, D. C., on Tuesday a.m. I will probably see Ms. Berg while I am there.

RAB:fn

8/26/77
Warren Richards is putting data together on this for Burco.

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

73-1387

OREGON STATE
HIGHWAY DIVISION

Salem, Oregon
April 18, 1977

Routing
Kearey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 20 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

Landsystems, Inc.
P.O. Box 25376
Portland, Ore. 97225
Attn: Mr. Doug Anderson

Hubbard Int.-Woodburn Int.
Contract 8053
Underpayment of Wages

Dear Mr. Anderson:

Our legal council has attempted to contact the law firm of Souther, Spaulding, Kinsey, Williamson & Schwabe regarding the wage problem on the subject project but to no avail. The last contact we have had from that firm was in March of 1976 from a Mr. Mark Wagner. Mary Deits, Ass't. Attorney General, left a telephone message for Mr. Wagner requesting he contact her regarding their intentions for resolution of the problem. When she received no response, Ms. Deits wrote a letter to Mr. Wagner on January 13, 1977, which also went unanswered. We therefore assume that the firm no longer represents you in this matter.

We have computed the amount of underpayment at $9,493.01 for the period covered by payrolls No. 19 through 29. A copy of our computations are attached for your review. If you feel these computations are incorrect, please provide us with a copy of your computations.

As you are aware, the subject contract contains provisions for paying the minimum wage rates specified in the special provisions. We have recently received a response to our inquiry to the U.S. Department of Labor regarding establishment work. They concurred in our determination that the contract minimum rate applies to establishment work just the same as it does to the original planting work. The response was from the office of the Assistant administrator, U.S. Department of Labor, Employment Standards Administration, Wage and Hour Division.

We are presently retaining approximately $16,000 in contract funds.

There is also Price Agreement #9 in the amount of $943.80 to compensate you for the replacement cost for some shrubs which were initially planted down the center of the median. This was mailed to you before, but perhaps it has been lost, so I am sending you a new one for your signature.

In view of the above, it would seem to be to your advantage to reimburse the employees for the under-payment and obtain the release of the retained funds. After having done so, please provide us with supplemental payrolls covering the additional payments to the employees. In addition, proof of payment, in the form of copies of cancelled checks (a front view, and a folded view showing part of the front as well as the cancellation on the back) or a statement signed by the employee indicating the amount of reimbursement, will be required.

If you have any questions, please feel free to contact me. My address is:

Loren Weber, Resident Engineer
P.O. Box 30
Salem, Ore. 97310

My telephone number is 378-8133. Thank you.

Very truly yours,

Loren Weber
Resident Engineer

cc: Warren Richards ✓
G.W. Wimer

xc: Mary Deits
Cecil Head

4-21-77

Mary Deits called to inform me that it is unethical for an attorney to contact another attorney's cliant directly. Told her that I had initiated the letter ē would advise anyone ~~interested~~ inquiring that Mary had no prior knowledge of my intention.

W. Richards

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: ~~Schrader Construction Co., Inc. - Prime Contractor~~
~~Portland, Oregon~~
~~L & R Landscape, Inc. - Subcontractor~~
~~Salem, Oregon~~
~~Project No: I-5-5(64)283~~
~~Baldock Safety Rest Area~~

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

~~Ausland Construction, Inc. - Prime Contractor~~
~~Grants Pass, Oregon~~
~~L & R Nursery - Subcontractor~~

~~L & R Landscaping - Second-Tier Subcontractor~~
~~Salem, Oregon~~
~~L & R Nursery - Third-Tier Subcontractor~~
~~Project No: I-5-2(75)64~~
~~Manzanita Safety Rest Area~~
~~Our File No: ORE-76-94 and 95~~

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so callled "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, with respect to Federal law, we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

~~While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.~~

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Rt of	
	Dist	
	Area	
V	Dist E	
✓	Area E	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

8053

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 23, 1977

In reply refer to: HB-OR

SUBJECT: Oregon Project I-5-5(61)274
Hubbard Interchg. to Woodburn Interchg.
James M. Manning Complaint

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coutler, State Highway Engineer
Salem, Oregon

Attached is a June 15 letter from the U.S. Department of Labor relating to a complaint by Mr. James M. Manning, an employee on subject project, alleging possible Davis-Bacon violations.

I realize that you are currently reviewing matters regarding possible labor violations on this project and that Mr. Manning's case will be resolved along with the other employees'.

Hopefully these issues can be resolved prior to the August 15 date set forth in the above mentioned letter. If not, please provide a progress report prior to August 15, 1977.

G. L. Green

cc w/att.:
Warren Richards

RECE
STATE HWY E

orig. to

File

I-5-5(61)274

B2 ___

B ___

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building
909 First Avenue
Seattle, Washington 98174
Area Code 206, 442-1916
442-1914

June 15, 1977

Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Re: Landsystem's Inc.
Beaverton, Oregon

Gentlemen:

Our agency recently received a complaint alleging possible Davis Bacon and Related Acts (DBRA) violations from Mr. James M. Manning, an employee on the Hubbard to Woodburn Freeway on I-5.

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of this matter. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complainant states that Landsystems, Inc. paid less than the prevailing wages outlined in the wage determination incorporated in their contract. A copy of the complaint is enclosed, however, it is our policy to treat all complaints as confidential. Therefore for your guidance, we suggest reviewing the requirements that complaints and employee interviews be treated confidentially (Part I, Section 3(c) 1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations).

Please advise this office of your progress on this case by August 15, 1977.

Sincerely,

Loren E. Gilbert

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour Division

Enclosures

From Reg 10

Form Approved
Budget Bureau No. 44-R0304

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

EMPLOYMENT INFORMATION FORM

Information furnished is confidential and will be used by the Department of Labor only

1. PERSON SUBMITTING INFORMATION

RHL

A. Name (Print first name, middle initial, and last name)
Mr. JAMES M. MANNING
~~Miss~~
~~Mrs.~~

B. Date 6-7-77

C. Telephone number: (Or No. where you can be reached) 235-4621

D. Address: (Number, Street, Apt. No.)
1537 SE. MAPLE
(City, County, State, ZIP Code)
PORTLAND, ORE. 97214

E. Check one of these boxes
☐ Present employee of establishment ☑ Former employee of establishment ☐ Job Applicant ☐ Other ______ (Specify: relative, union, etc)

2. ESTABLISHMENT INFORMATION

A. Name of establishment
LANDSYSTEMS INC.

B. Telephone Number
649-8566

C. Address of establishment: (Number, Street)
4491 SW. 110th
(City, County, State, ZIP Code)
BEAVERTON, ORE. 97225

D. Estimate number of employees
5

E. Does the fi...n have branches? ☐ Yes ☒ No ☐ Don't know
If "Yes", name one or two locations: ______

F. Nature of establishment's business: (For example; school, farm, hospital, hotel, restaurant, shoe store, wholesale drugs, manufactures stoves, coal mine, construction, trucking, etc.)
LANDSCAPE CONSTRUCTION

G. If the establishment has a Federal Government or federally assisted contract, check the appropriate box(es).
☐ Furnishes goods ☐ Furnishes services ☒ Performs construction

H. Does establishment ship goods to or receive goods from other States?
☑ Yes ☐ No ☐ Don't know

3. EMPLOYMENT INFORMATION

(Complete A, B, C, D, E, & F if present or former employee of establishment; otherwise complete F only)

A. Period employed (month, year)
From: 5-26-74
To: 6-6-77
(If still there, state present)

B. Date of birth if under 19 or if information concerns age discrimination
Month ______ Day ______ Year ______

C. Give your job title and describe briefly the kind of work you do
LANDSCAPE FOREMAN

Form WH-3 (Rev. Nov. 1974

D Method of payment

$ 4.25 per HOUR
(Rate) (Hour, week, month, etc.)

E Enter in the boxes below the hours you usually work each day and each week (less time off for meals)

M	T	W	T	F	S	S	TOTAL
8	8	8	8	8			40

F. CHECK THE APPROPRIATE BOX(ES) AND EXPLAIN BRIEFLY IN THE SPACE BELOW the employment practices which you believe violate the Wage and Hour laws (If you need more space use an additional sheet of paper and attach it to this form.)

☐ Does not pay the minimum wage

☐ Does not pay proper overtime

☐ Men and women perform equal work but do not get equal pay

☐ Discrimination against employee or applicant (40-65 years of age) because of age

Approximate date of alleged discrimination ______

☒ Does not pay prevailing wage determination for Federal Government or federally assisted contract

☐ Discharged employee because of wage garnishment (explain below)

☐ Excessive deduction from wages because of wage garnishment (explain below)

☐ Employs minors under minimum age for job

☐ Other (explain below)

JOB WAS [illegible] [illegible] OF HUBBARD - TO WOODBURN I-5 FREEWAY PERIOD WAS FROM PAY PERIOD ENDING 10-1-75 TO
" " " 11-29-75

CHECK STUBS SHOW $4.25 PER HOUR RATE PRODUCING A DIFFERENCE (COMPARED W/ DAVIS BACON RATE ON CONTRACT) OF APPROXIMATELY $1099.65

(NOTE: If you think it would be difficult for us to locate the establishment or where you live, give directions or attach map.)

FOR OFFICIAL USE ONLY

GPO 884-584

I authorize the representative of the Employment Standards Administration, U. S. Department of Labor to use my name and the information in my statement of 6-7 ____, 1977, together with any documents which I may have submitted, to the extent necessary to enforce my rights under the Davis-Bacon and Related Acts and the Contract Work Hours and Safety Standards Act in negotiations with LANDSYSTEMS INC.

Further, the Employment Standards Administration is hereby authorized to make the above referenced information available to any Federal or State agency which is concerned with enforcing or assisting in enforcement of my rights under the Davis-Bacon and Related Acts and Contract Work Hours and Safety Standards Act.

Name: [illegible]

Date: 6-7-77

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/1/75	40	2	170.00	12.75		182.75	10.69	23.10	9.70	.40	2.[illegible]				1[illegible].76	299
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/14/75	40	1/2	194.00	3.64		197.64	11.56	24.80	10.70	.40	2.03				148.15	315
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/22	40	2 1/2	194.00	18.20		212.20	12.41	28.20	11.60	.40	2.13				157.46	331
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	REG	O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11-29-75	14		67.90			67.90	3.97	.82	2.28	.16	.70				60.01	348
	TIME WORKED		YOU EARNED THIS AMOUNT →				AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU									

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	TIME WORKED REG	TIME WORKED O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
10/11/75	40	1/2	120.00	3.19		173.19	10.13	21.10	9.00	.40	2.05				130.53	229

YOU EARNED THIS AMOUNT → AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	TIME WORKED REG	TIME WORKED O T	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
10/18/75	40		170.00			170.00	9.95	21.10	9.00	.40	2.00				127.55	237

YOU EARNED THIS AMOUNT → AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	TIME WORKED REG	TIME WORKED O T.	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
10/25/75	40		170.00			170.00	9.95	21.10	9.00	.40	2.00				127.55	262

YOU EARNED THIS AMOUNT → AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

PAY PERIOD ENDING	TIME WORKED REG	TIME WORKED O T.	REGULAR EARNINGS	OVER-TIME	VAC. BONUS	TOTAL PAY	F.I.C.A.	F.I.T.	S.W.T.	S.A.I.F.	UNION FUND	VAC.			NET AMOUNT	NUMBER
11/1/75	34		165.75			165.75	9.70	19.10	8.60	.40	1.95				125.00	281

YOU EARNED THIS AMOUNT → AND WE HAVE DEDUCTED THE ABOVE AMOUNTS FOR YOU

EMPLOYEES PAY STATEMENT – DETACH
AND RETAIN FOR YOUR RECORDS

LANDSYSTEMS, INC.
PORTLAND, OREGON 97225

8053

April 6, 1977

The Oregon Bank
P. O. Box 3066
Portland, OR 97208

Attention: R. E. Sells, Loan Adjustment Officer

Gentlemen:

Reference is made to your letter of March 29, 1977 to Warren Mueller stating that all money due Landsystems Inc. on the Hubbard-Woodburn Interchange Contract No. 8053 should be made directly to The Oregon Bank.

The Insurance Company of North America furnished the performance bond on this contract. The bond is given to assure completion of the contract and payment of bills incurred in the contract. Before we can honor the contractor's assignment to the bank, it will be necessary that we have in our possession a written statement from the surety consenting to the assignment.

Attached are several copies of an "Assignment of Claim" form. Please have the contractor execute the assignment form and return the original and one copy to this office, accompanied by a statement from the surety consenting to the assignment.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachment

bc Jack Sollis
Dick Hacek
Warren Richards
Warren Mueller

Contract # 8053
I-5-5(61)274
624-1088

HEAD OFFICE • 319 S.W. Washington Street • P.O. Box 3066 • Portland, Oregon 97208 • 222-7777

the oregon bank
MEMBER FDIC

March 29, 1977
Certified, Return Receipt Requested

Oregon State Hwy. Division
Attn: Warren Mueller
P.O. Box 14030
Salem, Oregon 97310

Re: Hubbard-Woodburn Interchange

Gentlemen:

The Oregon Bank has had for some time a security interest in all accounts receivable of Landsystems, Inc.

The purpose of this letter is to inform you that all payments on your account with Landsystems, Inc., should henceforth be made directly to:

Loan Adjustment Dept.
The Oregon Bank
P.O. Box 3066
Portland, Oregon 97208

Payments should not be made directly to Landsystems, Inc., as your account will be credited only with those payments actually received by The Oregon Bank. Our records indicate the unpaid balance of your account is $16,315.69. A self-addressed envelope is enclosed for your convenience in making payment on your account.

If you have any questions regarding this matter, please contact the undersigned.

Sincerely,

R. E. Selle
Loan Adjustment Officer

RESdc
copy by regular mail

NOTED
C. W. HEAD

RECEIVED
APR 5 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

#8053

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041B.2

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Cy Sollis
Rulien
4-4-77

NOTED
E. S. HUNTER

SUBJECT: FAP I-5-5(64)283
Baldock Safety Rest Area
Contract 8263

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: C. T. KEASEY

Attached is a copy of a March 16, 1977, memorandum we received through our Regional office which includes the Department of Labor's opinion in the matter of wage rate disputes on the following contracts:

1. Hubbard Interchange-Woodburn Interchange
   Contract 8053, FAP No. I-5-2(61)274
2. Manzanita Safety Rest Area
   Contract 7997, FAP No. I-5-2(75)64
3. Baldock Safety Rest Area
   Contract 8263 , FAP No. I-5-5(64)283

Also attached are copies of the June 2 and 4, 1976, letters from FHWA referred to in the Labor Department's response.

The Labor Department says they do not feel it is appropriate for them to become involved in a wage dispute in which the State's wages are higher than the Federal rates. Labor's letter, however, supports our contention that the establishment period is a part of the contract (and as such should be paid the contract rates) and that the L & R Nursery and L & R Landscaping should be combined for overtime payment purposes under the Contract Work Hours and Safety Standards Act.

I would suggest that you inform the two landscaping firms concerned of the Labor Department's findings and again request that they reimburse their employees for the difference between the lower wages paid and the specified wage scale for the establishment period.

If your legal department has any further questions, please don't hesitate to ask.

GLGreen

G. L. Green

cc: Region 10CM.3 w/o att.

Form [illegible] 121 ([illegible] 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTM[illegible] OF TRANSPORTATION
FEDERA[illegible]GHWAY ADMINISTRATION

DATE: 16 MAR 1977

In reply refer to: HCC-50.3

SUBJECT: Oregon - Davis-Bacon Wage Rate Dispute

FROM: Acting Assistant Chief Counsel
for General Law

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
0-00 Portland, Oregon
TTN: Mr. C.W. Duggan
0-CM.3 Emergency Preparedness Engineer

Attached is a letter of March 7, 1977, from the United States Department of Labor concerning a dispute over wage rates on the projects listed below:

Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Labor File No: ORE-76-94 and 95

While it is believed that Labor Department's letter resolves the issues raised in your memorandum of May 25, 1976, if questions remain we stand ready to assist you in handling them.

Charles B. Hollis

Attachment

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Our File No: ORE-76-94 and 95

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so called "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, with respect to Federal law, we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

Div Adm. [illegible], Salem, Oregon 10-41

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin [illegible]	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Rt of	
	Dist	
	Area	
V	Dist E	
✓	Area E	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

It would be appreciated if you would advise if your office supports us in the first observation. Your ruling, if supportive of our position, would allow the contractor some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

Div Adm. Glenn Green
Salem, Oregon
10-41
RCS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

2 JUN 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-2(75)64; Ausland Construction, Inc. contractor; L&R Nursery, subcontractor; L&R Landscaping (assignee of L&R Nursery), second-tier subcontractor; L&R Nursery, third-tier employment subcontractor to its assignee (for hours worked by assignee's employees which, if performed for assignee, would be overtime hours); labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The contract hourly minimum rate to be enforced by the Federal Highway Administration and the Oregon State Highway Division is $7.37, including fringe benefits;

2. The "subcontracting" arrangements, while novel, do nothing to affect the daily or weekly wages due each employee for work on the project.

The correspondence indicates that the various parties contracting with Ausland Construction, Inc. to perform the project landscaping work believe that the matters at issue are subject to appeal, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 07 1976
OREGON DIVISION

		Init.
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Rt of Way	
	Dist Engr	
	Area Engr	

Please advise if you support us in the second of the above observations. If supportive of our position, your ruling would allow the landscaping firms some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:

RFHWA; Louis E. Lybecker; Portland, Oregon	10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon	10-00
Div. Adm. Glen L. Green Salem, Oregon	10-41

8053

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
MAR 2 1976
CONSTRUCTION SECTION

March 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Warren Richards
Labor Compliance Officer

ATTN: Glen Hossner

SUBJ: Alleged Davis-Bacon Violations
U. S. Dept. of Labor Inquiry

To assist you in responding to the Labor Department's February 6, 1976 inquiry, I have attached labor compliance reports for the following projects:

* Hubbard Intch. - Woodburn Intch.
Contract 8053, FAP No. I-5-5(61)274

* Manzanita Safety Rest Area
Contract 7997, FAP No. I-5-2(75)64

Baldock Safety Rest Area
Contract 8263, FAP No. I-5-5(64)283

Copies of the reports and this transmittal are being furnished to the Oregon Bureau of Labor as they have requested that they be informed of possible labor violations occuring on our projects.

WR:mk

Attach.

cc: Bud Gardner
Wage and Hour Division
Oregon Bureau of Labor

* The assistance of the FHWA and the U.S. Department of Labor in the resolution of the apparent labor violations would be appreciated.

RECEIVED
MAR 4 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form 81 734 3122

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building
909 First Avenue
Seattle, Washington 98174
Area Code 206, 4[illegible] 5916
44[illegible] 1914

Date: February 6, 1976

Reply to Attn of: LEG/EEW/gkm

Subject: Oregon State Highway Division

Routing
1 Keasey K
2 Bond B
Jackmond
Harwood
Johnsen
Walker
RECEIVED 3
FEB 19 1976
CONSTRUCTION SECTION
Richard
Glenn
Berg

Hand carried by FHWA.
They want our response by Mar. 6, 1976. WR

To: Federal Highway Administration
Mohawk Building
222 S.W. Morrison
Portland, OR 97204

Our agency recently received a complaint alleging Davis-Bacon and Related Acts (DBRA) violations on the following projects.

Hubbard Interchange - Woodburn Interchange
Roadside Improvements, Contract No. 8053
Pacific Highway

Manzanita Safety Rest Area
(north of Grants Pass on I-5)

Baldock Safety Rest Area
(on I-5 south of Canby Exit)

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of these matters. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complaint states that the contractors refused to pay the predetermined minimum wage rates on these federally funded projects as required by the Davis-Bacon Act. The complaint on the Hubbard Interchange project is against Landsystems Inc., P. O. Box 25376, Portland, Oregon 97225.

On the Manzanita Safety Rest Area and the Baldock Safety Rest Area projects the complaint is against L & R Landscape Inc., 4520 MacLeay Road SE, Salem, Oregon 97392. Since it is our policy to treat all complaints as confidential, we are not able to identify the source of our information. We have, however, written the complainants advising them of our action and requested that they contact your agency.

For your guidance, we suggest reviewing the requirements that complaints and employee interviews are to be treated confidentially (Part I, Section 3(c)1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations.

Please advise this office of your progress on this case by March 8, 1976.

Edward E. Woodruff
for

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour

Enclosures

LABOR COMPLIANCE REPORT

Section: Hubbard Intch. - Woodburn Intch.

Contract 8053

Contractor: Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

FAP No. I-5-5(75)64

March 1, 1976

This report is regarding wages paid by the prime contractor for landscaping work performed on a Roadside Improvement project located approximately 25 miles south of Portland, Oregon on Interstate 5.

A complaint was received on October 20, 1975 regarding the wage rates paid. The complaint was verbally registered by Lawerence Adams, foreman for the contractor's weeding crew. Interviews were conducted on that date which indicated the four employees on the job at that time were being paid at the rate of $4.25 per hour. The minimum hourly wage rate for Landscape Laborers listed in the contract special provisions is $6.55 plus fringe benefits of $1.57 for a total of $8.12 per hour.

The contractor had submitted payrolls during the initial work indicating that the contract minimum wages had been paid. This initial work involved the original planting, etc. No complaints have been received for that portion of the work and interviews conducted indicate no violation occurred during that period.

The contractor returned to the project and commenced the establishment work on October 6, 1975. This work involved such things as weeding, spraying, and replanting that were required by the contract. It is the contractor's responsibility to care for the plants through a summer season after all the original planting has been performed. Any plant that does not survive the summer must be replaced.

The contractor submitted payrolls for the work performed during the establishment period only after repeated requests from the project resident engineer. By the time the payrolls were submitted, the resident engineer had already requested that all payments to the contractor be stopped. The payrolls indicate hourly wage rates varying from $2.75 to $4.85 were paid. The weekly statements of compliance fail to indicate whether or not payments were made to approved fringe benefit funds. The underpayment in wages have been calculated to be $9,477.13, assuming that the payrolls are correct and that no fringe benefits have been paid. The Highway Division is currently holding $15,704.43.

The State prevailing wage rate law states that the employer is "liable" for liquidated damages equal to the amount of underpayment. At this time, the Highway Division is awaiting guidance from the Oregon Bureau of Labor regarding any responsibility we may have for withholding sufficient funds to cover the possible liquidated damages which would be paid to the employee. Representatives of the Wage and Hour Division of the Bureau have informally stated that, in their opinion, the Highway Division is not responsible for insuring payment of liquidated damages to the employee. Presumably the prime contractor would also not be responsible in the case of a violation by a subcontractor. We have not yet received a formal response, however. When, and if, we are advised that the contracting agency is not responsible for withholding the above damages, we will reduce the withholdings to the amount calculated for underpayment of wages.

The contractor's attorney has requested that the disputed funds be placed in escrow. It is the attorney's contention that the wages listed in the contract as prevailing wage rates are not applicable. He contends: (1) that an agreement with the United Landscaping and Irrigation Employees of Oregon should establish the prevailing wage rate; (2) that the listed rates do not apply to establishment work performed on the project; and (3) that the rates listed were not determined in accordance with State law.

We will respond to the contractor's attorney through the Highway Division's legal counsel. Our suggested rough draft for our counsel will state that an escrow fund, established in conformance with guidelines listed on page 127 of the FHWA Labor Compliance Manual, will be acceptable provided it is satisfactory to the U.S. Department of Labor's Chief Counsel.

The rough draft will point out that under State law it is the Oregon Commissioner of Labor's responsibility, in cooperation with the U. S. Secretary of Labor, to determine the prevailing wage. It will also point out that the prevailing wage rates, however determined, are a part of our contract and the contractor is in violation of our contract as well as the State and Federal prevailing wage rate laws.

We will point out that if it should be determined that the prevailing wage rates were not properly established, that new prevailing rates would not affect work already competitively bid.

It should be noted that the federal prevailing rate (including fringe benefits) for Landscape Laborers is $7.37 while the State rate is $8.12 per hour. Both rates are listed in the contract with a stipulation that, where any conflict occurs, the higher prevailing wage rate shall apply. It is therefore assumed that the U. S. Department of Labor will enforce the higher rate as it is a contract provision of a federal-aid project even though the U. S. Department of Labor did not establish the rate itself.

There appears to be little hope that the contractor will voluntarily comply with labor provisions of the contract. The Highway Division will undoubtedly need the assistance of the U. S. Department of Labor in resolving this matter.

Warren Richards

Warren Richards
Labor Compliance Officer

WR:mk

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

March 2, 1976

Routing
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 2 1976
CONSTRUCTION
SECTION

Warren Richards

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Prevailing Wage Rate
Landscape Laborers

TO: THE FILES

At least two landscape contractors in the past few months have claimed that the prevailing rates listed in the Highway Division contracts do not represent the actual prevailing wage rate of the landscape industry within the State. They claim that the Oregon Commissioner of Labor has failed to comply with State law when he did not recognize certain labor agreements within the industry as establishing the prevailing rates.

I do not know if the rates established by the agreement actually represent the industry wage rates but I am somewhat sympathetic to their claim that the AGC labor agreement does not represent the industry as far as Oregon State Highway work is concerned.

To assist the Oregon Bureau of Labor in investigating the landscape contractor's claim, I reviewed the Highway Division contracts awarded during 1975 to determine what contractors were performing the landscaping work.

I found that there were seven contracts awarded to landscape contractors and 42 subcontracts to landscape contractors to which we have granted consent so far. The work was assigned to 16 companies, none of whom were listed as signatories to the Oregon Laborers agreement with AGC which appears to be the basis for the existing prevailing wage rate determination.

WR:mk

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
March 2, 1976

Warren Richards

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Liquidated Damages
for Wage Violations

TO: THE FILES

Received a telephone call from Gene Watson of the Oregon Bureau of Labor this date regarding the Highway Division's responsibility for withholding the subject liquidated damages. Mr. Watson informed me that the Bureau of Labor does not feel the contracting agency is responsible for withholding funds to insure payment of liquidated damages for which the employer may be liable.

Mr. Watson said that, as the prime contractor is responsible for the labor compliance of the subcontractor, the prime, as well as the sub, may be held accountable for such damages.

WR:mk

cc: Mary Deitz, Asst. Attorney Gen.
Gene Watson, Oregon Bureau of Labor

8053

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard Interchange-Woodburn Interchange

WEEK ENDING: December 27, 1975

SECTION PREFIX: 624-1088

HIGHWAY: Pacific

COUNTY: Marion and Clackamas

NAME OF JOB: Hubbard Int.-Woodburn Int.

KIND OF WORK: Roadside Improvement

CONTRACTOR: Landsystems, Inc.

CONTRACT NUMBER: 8053

FEDERAL AID PROJECT NUMBER: I-5-5(61)274

DATE OF CONTRACT: August 29, 1974

DATE WORK STARTED: September 12, 1974

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31, 1975

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 268,671.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 247,367.28

ENGINEERING AUTHORIZATION: $ 21,304.36

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 247,367.28

ENGINEERING COST TO DATE: $ 21,852.06

DATE PROJECT WAS COMPLETED: January 31, 1975

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 103 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Schrubs	Trees	Roses	Vines	
MILES IN PROJECT	9.6	9.6	9.6	9.6	
MILES PARTIALLY COMPLETED	9.6	9.6	9.6	9.6	
MILES COMPLETED	9.6	9.6	9.6	9.6	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,300 ea	410 ea	17,700 ea	39,400 ea	
TOTAL QUANTITIES CORRECTED TO DATE	11,658 ea	406 ea	17,615 ea	31,057 ea	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,658 ea	406 ea	17,615 ea	31,057 ea	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed	completed	completed	completed	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

December		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	21	Partly cloudy			
MONDAY	22	Overcast			
TUESDAY	23	Rain			
WEDNESDAY	24	Rain			
THURSDAY	25	Overcast			
FRIDAY	26	Partly cloudy			
SATURDAY	27				

Kelsey K RECEIVED
Boyd
Jackmond DEC 29 1975
Heywood
CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December SUNDAY 21	No activity
MONDAY 22	No activity -
TUESDAY 23	No activty
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity - The post semi-final estimate covering the establishment period was delivered to the region office.
SATURDAY 27	No activity anticipated.

REMARKS

[illegible]

SIGNED ______ LOCATION [illegible], Oregon

for [illegible] Co. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8053

April 9, 1975

Samuel J. Rich, Inc.
21600 N.W. Cornell Road
Hillsboro, OR 97123

Gentlemen:

This is to acknowledge receipt of your claim letter of March 14 advising us that Landsystems owes you for shrubs in the amount of $2,375.

This appears to be in connection with Landsystems, Inc., Contract No. 8053, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The Insurance Company of North America furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

cc Insurance Co. of North America
P. O. Box 7985
San Francisco, California 94120

Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

4/9/75
noted on card
js

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

SAMUEL J. RICH, INC.
21600 N.W. CORNELL ROAD – HILLSBORO, OREGON 97123 – 503 645-1821

March 14, 1975

Oregon State Highway Dept.
Salem Oregon 97301

Dear Sir:

We have furnished Landsystems with shrubs to complete their highway contract. To date no payment has been made.

The plants (Mahoria aquifolium) were picked up December 31, 1974.

Very truly yours,
SAMUEL J. RICH, INC.

Samuel J Rich
Samuel J. Rich

SR/dr

RECEIVED
APR 9 1975
ION AND STAFF SERVICES
ENT OF TRANSPORTATION

Mr. Rich states that there were

2,575 Mahonia aquifolium (Oregon grape)
@ $1.00 = $2,575.00
per telephone conv. at 10:00 AM. 3/21/75

OREGON ASSOCIATION OF NURSERYMEN
Plant America
Plant Oregon

AMERICAN ASSOCIATION OF NURSERYMEN
MEMBER
AAN
1875
BEAUTY · VALUE · SERVICE

Van Meter
NURSERY
13221 S. E. RICHEY ROAD
Portland, Oregon 97236
503/665-2219

3- 14-75

Mr. Ed Payten, Resident Engineer
Oregon State Division of Highways
Woodburn, Oregon

Re: State Highway Project No. 8053 issued to
Landsystems, Inc., Portland, Oregon

Dear Mr. Payten:

Regarding your conversation on March 12, 1975 with Mr. Lance Staab, Lance Staab Nursery, concerning non-payment by Landsystems, Inc., P. O. Box 25376, Portland 97225, to Staab Nursery and Van Meter Nursery for the above-named landscape project, we list the following information:

1. Van Meter Nursery invoices to Landsystems, Inc. outstanding and past due, our terms being 30 days net from invoice date.

12/02/74	Inv. # 175-547	$ 5,410.00
12/06/74	" " 174-563	628.10
12/11/74	" " 174-569	1,113.25
12/11/74	" " 174-568	1,052.50
12/12/74	" " 174-577	393.75
12/17/74	" " 174-596	323.00
12/16/74	" " 174-591	400.75
12/23/74	" " 174-616	160.00
12/30/74	" " 1010 Credit	- 238.15
3/14/75	BALANCE OWING	$ 9,243.20

2. Lance Staab invoices to Landsystems, Inc. outstanding and past due, his terms being 30 days net from invoice date.

12/04/74	Inv. # 2497	$ 1,332.50
12/12/74	" " 2463	2,096.00
12/18/74	" " 2498	118.00
12/20/74	" " 2466	2,587.00
3/14/75	BALANCE OWING	$6,133.50

As we have received no indication from Landsystems, Inc., that payment will be forthcoming, it is our intention to place a loin for payment on this project.

Thank you for your attention to this matter.

Norris Van Meter
Van Meter Nursery

Lance Staab
Lance Staab Nursery

8053

April 9, 1975

Van Meter Nursery
and
Lance Staab Nursery
18221 S.E. Richey Road
Portland, OR 97236

Gentlemen:

This will acknowledge your letter of March 14, 1975, advising us that Landsystems, Inc., owes Van Meter Nursery $9,243.20 and Lance Staab Nursery $6,133.50.

This appears to be in reference to Landsystems, Inc., Contract No. 8053, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The Insurance Company of North America furnished the performance bond on this contract. We will advise them of the receipt of your claims, and we will also forward the claim letter to the Secretary of State for filing.

Please let us know when your claims have been paid.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:js

4/9/75
Noted on card
js

cc Insurance Co. of North America
P. O. Box 7985
San Francisco, California 94120

Landsystems, Inc.
P. O. Box 25376
Portland, OR 97225

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

Van Meter NURSERY
18221 S. E. RICHEY ROAD
Portland, Oregon 97236
503/665-2219

3- 14-75

RECEIVED
APR 3 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Ed Payten, Resident Engineer
Oregon State Division of Highways
Woodburn, Oregon

Re: State Highway Project No. 8053 issued to
Landsystems, Inc., Portland, Oregon

Dear Mr. Payten:

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12/17/74	" "	174-596	323.00
12/16/74	" "	174-591	400.75
12/23/74	" "	174-616	160.00
12/30/74	" "	1010 Credit	- 238.15
3/14/75	BALANCE OWING		$ 9,243.20

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12/18/74	" "	2498	118.00
12/20/74	" "	2466	2,587.00
3/14/75	BALANCE OWING		$6,133.50

As we have received no indication from Landsystems, Inc., that payment will be forthcoming, it is our intention to place a lein for payment on this project.

Thank you for your attention to this matter.

Morris Van Meter
Morris Van Meter
Van Meter Nursery

Lance Staab
Lance Staab
Lance Staab Nursery

8053

January 31, 1975

Landsystems, Inc.
P.O. Box 25376
Portland, OR 97225

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8053 for work on the Roadside Improvement Project, Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of one-month to a new completion date of January 31, 1975 is granted. This is due to the bark mulch shortage.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

fr dpy

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12-31-74 ~~days~~ to 1-31-75 ~~days~~, within which to complete our Contract No. 8053, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(SEE ATTACHED)

Respectfully submitted,

Landsystems, Inc.
Contractor

By Stan [illegible]

CONSENT OF SURETY

Date December 12, 1974

We, Insurance Company of North America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James P. Dooney
Attorney-in-fact
James P. Dooney

(SEAL)

CORROON & BLACK OF OREGON, INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

OREGON STATE HIGHWAY DIV.
RECEIVED
DEC 12 1974

☐ RE
☐ INSP.
☐ ASST.
☐ OM

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8053 Contractor Landsystems, Inc.

Highway Pacific

Section Hubbard Interchange - Woodburn Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a one-month time extension to a new completion date of January 31, 1975 because of bark mulch shortage.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8053
Project designation	I-5-5(61)274 State-Federal
Date awarded	August 29, 1974
Work started	September 12, 1974
Per cent completed	75 December 26, 1974 Date
Specified Completion Date	December 31, 1974
Actual Completion Date	
Requested Time Extension	January 31, 1975

SP*8206-734

8053

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 29, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-5(61)274
Hubbard Interchange-Woodburn Interchange
Landscaping
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Coulter's letter of January 15, 1975 concerning an extension of time on the subject project. Your letter and the attached information shows that a shortage of bark mulch does exist in this area. We have also found that the quantity set forth on the plans will be exceeded; therefore, we concur in your recommendation for an extension of time to January 31, 1975.

D. K. Hosner
for G. L. Green

RECEIVED
STATE HWY ENG
JAN 30 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | S/H | Act ✓ | File

cyaci

EIVED

8053

January 15, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Hubbard Int.-Woodburn Int. (Landscaping)
FAP No. I-5-5(61)274
Contract No. 8053

The contractor has requested a one-month extension to January 31, 1975 because of a bark mulch shortage. The contract time is set by specified completion date of December 31, 1974. All planting and clean-up work was completed by then, but about 42 percent of the bark mulch item remained.

The contractor has submitted a straightforward and complete analysis of the bark mulch availability problem (attached). Also attached is a December 31 report by our Resident Engineer. The curtailment of the lumber industry is well-known and is the reason for the shortage (along with some shift to using more as an alternate fuel).

Your concurrence is requested in a one-month extension to a new completion date of January 31, 1975.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

JAB:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8053

Salem, Oregon
January 13, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard Int.-Woodburn Int.
(Landscaping)
Contract No. 8053

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith request from Landsystems, Inc. for a one-month extension (to January 31, 1975) because of bark mulch shortage. This contract time is set by specified completion date of December 31, 1974. All planting and clean-up work was done by then, but about 42 percent of the bark mulch item remained.

The contractor has submitted a straight-forward and very complete analysis of the bark mulch availability problem. The curtailment of the lumber industry is well known and is the reason for the shortage along with some shift to using more of it as an alternate fuel.

We concur in recommending the requested one-month extension be granted, to a new completion date of January 31, 1975. Liquidated damages accrue at the rate of $100 per day. This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Woodburn, Oregon 97071
December 31, 1974

REGION 2 ENGINEER
RECEIVED
JAN 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ U F ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FILE: CON 5
624-1088

FROM: C E Payton
C.E. Payton, Resident Engineer

TO: C.O. Fredrickson, Region Engineer
Attn: G.W. Wimer, Region Const. Engr.

SUBJECT: Hubbard Int.-Woodburn Int.
Pacific Highway
Roadside Improvement
Contract No. 8053
Request for Time Extension

Enclosed for your approval is Landsystems' request for a time extension on the above title project.

We feel there is validity to this request for extension of time, mainly due to the economy of the lumber mills this fall. This request for a time extension is for the bark mulch placement only. The planting and general cleanup will be completed by December 31, 1974.

We contacted North Santiam Lumber Co. and asked their general manager about the bark mulch situation in their operations. He stated their mill at Turner, which produces large quantities of bark mulch has not produced bark mulch for the past three months. He also verifies the fact that a large percentage of mills have had to resort to using their bark mulch for fuel as the normal fuel is not available due to limited production of the mills. He also stated the lumber industry has been operating at less than 50% of normal production for several months and is at a practical standstill at this time.

We contacted Mr. Karl Pemmy, Bureau of Land Management and he substantiates the statements listed above.

This office has been reluctant to accept several sources requested by Landsystems due to the color variance and the fact that several of these suppliers only have a very limited supply. The bark mulch serves a two fold purpose and one of these is appearance. In working with Mr. Skip Spooner of our Landscape Design section, we mutually agreed that we do not want a spotty appearing project and therefore feel the bark mulch should within reason, on continuous planting beds, be of the same texture and coloration.

An extension as requested will not affect the traveling public in any way and will assure us of a more uniformly appearing project.

A review in relation to engineer's cost is as follows:

Construction Engr.	$21,304.36
Costs to date (12/31/74)	12,900.00
Sub-Total	$ 8,404.36
Estimated Engr. Costs for semi-final	- 2,183.00
Establishment Period	- 2,645.00
Sub-Total	$ 3,576.36
Estimated Engr. Costs to extend bark mulch placement one month.	- 1,814.00
	$ 1,762.36

Hubbard Int.-Woodburn Int.
Pacific Highway
Roadside Improvement
Contract No. 8053
Request for Time Extension

With the above analysis of engineering costs it appears the time extension will not create a problem in relation to the engineering monies established for this project.

We recommend the time extension be granted.

CEP/ew

cc: File

Request for Extension

Request an extension on Hubbard Interchange - Woodburn Interchange, Contract No. 8053 to January 31, 1974 due to the fact that the economy and oil shortage conditions of the State of Oregon have created a barkdust shortage of the quantity and quality required to complete this job by December 31, 1974.

HISTORY: Larry Speight, whom we contracted with to supply and blow the 810 units for this job started looking for additional supplies of barkdust as early as July 1974 of this year. His purpose was to have an ample supply for his customer. At that time he found that there was no additional supply available. Larry Speight submitted two bids, one on the above job and the other on the landscaping at 217, feeling that he had supply enough available from his original source to supply both jobs. Larry blew one load of bark on the 217 job and then cut them off, concentrating completely on the above job.

The first part of September, Larry made a personal trip down the valley to locate barkdust and was only able to find a stockpile at Grande Ronde at Oregon American Lumber. Larry found the following reasons that bark was not available:

1. Due to the oil shortage, the mills were using the bark for fuel for their boilers.

2. State of Oregon's economy is such that it is not demanding the supply of lumber which it was earlier in the year - thus reducing production and the supply of barkdust.

3. The supply of barkdust not being used for fuel is contracted by large suppliers in the state who are unable to meet the demands of their regular customers.

September 17th and 18th of this year Larry Speight commissioned W. Gates, former partner and operator of West Side Bark in Progress, to make a search for available barkdust in Portland, Salem, Dallas, Valsetz, Willamina, Mollalla, Grande Ronde, Mulino, Tillamook, and Hood River areas. Mr. Gates found the same three things true that Larry found earlier in the month. This resulted in Larry Speight's letter to us dated October 30, 1974, a copy of which was forwarded to C. E. Payton on November 4, 1974 for his information (copy of this letter is attached).

By mid-November, Larry had located a supply of bark at Albina Fuel and put in an order for 600 units. He figured that he could stockpile the bark and use it when his original supply was not available, thus giving him ample supply to complete the job. A load of this bark dust was blown on the job November 16, 1974 and subsequently rejected for color. Thereupon Larry cancelled the order for 600 units. Shortly after that, Larry obtained some of the barkdust from Grande Ronde that he had found the first part of September and it was also rejected because of color.

In meeting with C. E. Payton on November 13, 1974 in his office, the matter of barkdust shortage was brought up. Mr. Payton said that Ben Fox of Aichele Landscaping, Inc. had 375 units available. On returning to our office, it was verified that Aichelle Landscaping had 375 units stockpiled at McFarland's, a barkdust supplier. Because of McFarland's method of manufacturing and stockpiling bark, we questioned whether the color would be acceptable. Thus, we continued to look for barkdust and found the supply continually decreasing because of the three earlier stated reasons.

On December 5, 1974, in a meeting at C. E. Payton's office, the matter of extension in relation to barkdust was brought up again. Skip Spooner assured us bark was available in the Independence, Turner and Mill City areas where he had seen suppliers. We told him that we would endeavor to obtain any acceptable supply. If the bark was not available, it was indicated that the State would consider an extension.

On the same day, we contacted Marvin Rexius of Rexius Fuel and told him we were looking for 400 units of bark. He said he might be able to supply it but we should check back with him. We asked if in the mean time we could submit a sample of his bark to the State of Oregon for their approval and he agreed. We also called John McFarland of McFarland Sawdust and asked if he would have 400 units which he could supply to the job site by December 31st. McFarland indicated that he would be able to do that. We asked if we could submit a sample of his bark to the State of Oregon for their approval and he agreed. When McFarland's sample was picked up, he said he had too much work to blow the bark but may have enough if hauled by us.

On December 6, 1974 we submitted samples "A" (Rexius Fuel) and "B" (McFarland) to the State for their approval so as to prevent the problem of bringing barkdust on the job that was not acceptable as happened on 11-16-74. In checking with Howard Hamilton later in the day, we found he had a note from Jeff Drago accepting sample "B" with restrictions that it be used on shoulders and tree plantings only. (Copy of note attached) Payton and Hamilton were of the opinion sample "A" was rejected.

Talked to Jeff Drago by telephone about 5:30 on 12-6-74 and asked if he had rejected sample "A" (Rexius). He said no, but would rather use sample "B" (McFarland) if available. We informed him that "B" was McFarland's and wanted to take him over to inspect the source before bringing the bark onto the job site. He agreed to that depending on the flow of work on the morrow. We were to check with him then.

Contacted Jeff about 3:30 p.m. on 12-7-74 about going to McFarland's to inspect the bark and related to him our concern because this bark was piled outside and sample "B" had come from the outside of the pile and may not be a representative sample of this source. Jeff told me that Larry Speight had submitted a sample and he had labled it "C". He said he would accept "B" (McFarland) or "C" (at which time I did not know the source because Larry Speight was still looking for barkdust on his own). Later in the day, Larry Adams informed me that sample "C" had come from Albina Fuel but Larry Speight did not know whether the supply was still available but would check on it. Later in that day another sample was obtained from McFarland and marked "G".

Stopped by B.C.K. Lumber Co., Oregon City, (565-5211 ext.311) and talked to Dale Bonebrake. He said all their bark went to Publishers for fuel but they may consider releasing 400 units and that I should call him back the first of the week. A sample was obtained for the State approval and marked "F".

Based on Skip Spooner's remarks on 12-5-74 that barkdust was available in the Independence, Turner or Mill City areas, I drove 200 plus miles on 12-8-74 covering these areas and found the following:

Independence:

1. Mill owned by Boise Cascade - bark used by the company.
2. Very small shake mill - no supply.
3. Mountain Fir Lumber Co. - Contracted with Highway Fuel in Salem and wouldn't even let me take a sample. (Larry Speight had contacted Hwy. Fuel in Salem in early September and was turned down. The owner of Hwy. Fuel stopped by the job site the second week in October and talked to Larry Speight at which time Larry asked about bark - the owner said that McCall Oil had already put in an order with them which he was unable to fill, let alone any additional requests.)

Turner:

Burkland Lumber Co., 743-2176, Only mill in the area. Talked to Gordan Thompson, who handles the bark, and asked him if there would be 400 units available. He said it would be. Upon his agreement, obtained a sample for State approval and marked "D".

Mill City:

All the bark in this area is used by the mills for their boilers.

Lyons:

Stout Creek Lumber has bark but they are going on a 4 day work week until 12-20-74 which will be their last day until 1-6-75. Asked to take a sample which was marked "E". The Watchman indicated supply was questionable because demand exceeded it right now, but should check back with office.

Upon calling Larry Speight, it was confirmed that Albina Fuel was the source of sample "C" but he was not sure the supply was now available.

On 12-9-74, about 1"40 p.m., submitted four bark samples to Jeff Drago. For comparison, they were applied to an area which Larry Speight had already blown. The samples were "D", Burkland Lumber Co.; "E", Stout Creek; "F", BCK Lumber; and "G", McFarland's. Results:

"D" Burkland Lumber Co. was rejected because it was too dark in color.

"E" Stout Creek was questionable.

"F" BCK Lumber was too course - rejected.

"G" McFarland's looked dark but acceptable. Jeff was told the source and we suggested a visit to the source of supply.

Jeff agreed to after 2:30 p.m. - shortly after that time, met Jeff and went to McFarland's bark yard. After digging through the pile, Jeff indicated that it had a lot of dark color in it. Jeff was asked to clarify what was accepted and what was rejected at this point. He said "A"(Rexius) was rejected, "B" & "G" (McFarland) under consideration, "C" (Albina) accepted, "D" (Burkland Lumber) rejected, "E" (Stout Creek) rejected, and "F" (B.C.K. Lumber) rejected. Before leaving McFarland's, Jeff said there was too much darkness in that bark thus he was rejecting it and said to concentrate on sample "C" - maybe they would reject everything and go with Larry Speight's source of bark. Told him we would try to confirm availability of sample "C"(Albina Fuel).

On December 10th, talked to Stout Creek Lumber ("E") 859-2156. They have about 10 units on hand but will only be running eight more days this year. Their output is about 10 units per day. They will not contract because their demand already exceeds their supply.

Larry Speight informed me that Albina did not have any bark at this time. (IF Albina's bark had been accepted on 11-16-74, Larry felt that he would have easily completed the job on time.)

At 10:35 a.m. Larry Adams called to say Jeff Drago had just informed him that he would accept the following: "A"(Rexius) "G" & "B" (McFarland, "C" (Albina), "E" (Stout Creek). Any one of these sources will be acceptable if it is used on the shoulder and tree areas. The media and overpasses will have to be supplied by Larry Speight's source.

We told Larry Adams to inform Jeff Drago that "C" and "E" were not available.

The areas that Jeff is restricting the use of one of the above sources to will be 134 units. As of 12-10-74, Larry Speight has applied 461.9 units. Called Marvin Rexius of Rexius Fuel and asked if he would be able to supply the 134 units. He said that because of the number of units and where it was going, he would be unable to do the job. We then called John McFarland and after much negotiation, he accepted the job of blowing bark on the shoulder areas, which amounts to 119 units, but not the tree areas - 15 units - by 12-31-74. This leaves 229.1 units for Larry Speight to blow from 12-11-74 to 12-31-74.

SUMMARY: Larry Speight's mill is closing for two weeks starting the end of the day December 20, 1974. If Larry is able to get 10 units per day until close down, this will bring the total applied to 551.9 units with 139.1 units to blow after McFarland applies his 119 units.

If Larry Speight's mill returns to work on 1-6-74 as planned, and the Oregon economy is strong enough to demand a supply of lumber from this mill to maintain production - thus producing barkdust - the job will be completed by 1-31-75.

October 30, 1974

Landsystems, Inc.
P. O. Box 25376
Portland, Oregon 97225

Re: Department of Transportation Job
Hubbard - Woodburn

Gentlemen:

This is to advise you we are currently running behind our anticipated schedule in supplying you with bark on the above job.

This is due to current unstable conditions in the economy, as many mills are running at less than full production. Also, many are 100% contracted to supply bark for fuel or pulp-chips only.

At this time, mills or suppliers have been contacted in Portland, Salem, Dallas, Valsetz, Willamina, Mollalla, Grande Ronde, Mulino, Tillamook and Hood River.

Due to present conditions, we cannot guarantee that the balance of our contract can be completed by the December 31st completion date.

Please advise.

Sincerely,

Larry Speight

Larry B. Speight

8053

10-25-74

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Marion & Clackamas	DIVISION Oregon
DATE OF INSPECTION 10-25-74	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-5(61)274

IN COMPANY WITH

Ed Payton, Resident Engineer, OSHD.

LOCATION

Woodburn Interchange on Interstate 5, approximately 15 miles north of Salem to the Hubbard Interchange, a distance of 9½ miles.

CONTRACTOR NAME AND ADDRESS

Landsystems Inc., P. O. Box 25376, Portland OR 97225

AWARD DATE 8-29-74	CONTRACT AMOUNT $199,268.10	TIME ALLOWED Comp. Date 12-31-74	TIME STARTED	WORK STARTED 9-12-74
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 38	WORK COMPLETED 15	

REMARKS

COPY SENT
[illegible] 1974
Washington

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION
I-5, PACIFIC HIGHWAY
Roadside Improvement

The work on this project consists of furnishing and planting trees, shrubs and vines and planting of State furnished roses.

The contractor has been preparing the planting beds and spreading compost and bark mulch throughout the project limits.

He has just brought onto the project and is experimenting with the methods of drilling for the planting holes. Weather conditions may hamper this process so speed is necessary if he intends to complete the project within the contract time.

NOTED
H.S. COULTER

RECEIVED
NOV 5 1974
Office of
Assistant State Highway Engineer

11-5-74 ✓
orig to Cont.

8053

August 29, 1974

Landsystems, Inc.
P. O. Box 23376
Portland, OR 97225

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties for the sum of $199,268.10. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received and you have obtained an Oregon Landscaping Contractor's License.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8053.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
C. E. Payton
Roy Olson
Wm. Geibel (SAIF)

8053

8-12-'74

J

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]AL AID PROJECT NO.	I-5-5(61)274
STATE PROJECT NO.	HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
COUNTY NAME	MARION-CLACKAMAS
PROGRAM STAGE (Check)	☐ 1. ☒ 2.
PROGRAM NO.	
ITEM NO.	I-740

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
~~Rulien~~ w/map
8-16-74

DATE PS&E APPROVED	MAY 15, 1973
DATE AUTHORIZATION EFFECTIVE	JULY 24, 1974
FEDERAL ROUTE NUMBER	INTERSTATE ROUTE 5
STATE ROUTE NUMBER	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $100.00
STATE FURNISHED ROSES $37,347.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE	8-12-74
SIGNATURE OF APPROVING OFFICIAL	
TITLE	DIVISION ENGINEER

FORM [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
[illegible] WILL BE USED

10/2/73-cc L.H. Young
J.H. Versteeg
E.S. Files

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT	Seventh Ave.-Willamette R. Section Eugene-Springfield Highway Lane County
	Hubbard Intchge.-Woodburn Intchge. Section Pacific Highway (I-5) Clackamas and Marion Counties
	Woodburn Intchge.-Hayesville Intchge. Section Pacific Highway (I-5) Marion County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Other special purposes include roadside park and greenway beautification programs in special instances.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. For this reason, the projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______________________ Date SEP 28 1973
Division Engineer

GAP:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. H. Young
J. F. Putnam
L. W. Rulien
C. O. Fredrickson
A. Shirley

8053

[illegible] HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

		1[illegible](61)274 STATE PROJECT NO.
		HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME MARION-CLACKAMAS
	ITEM NO. 1-740	PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

F S HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5
MAY 15, 1973	MAY 15, 1973	STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-31-73
original - young

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
FOR
Info | Invest | D | R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-73		DIVISION ENGINEER

FORM PR-1240 [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 5-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-30-73
BY (Signature): MR. YOUNG'S APRIL 25, 1973 LETTER
TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 740 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
740	I-5-5(61)274	0.0	220,000	202,900	HUBBARD INTERCHANGE - WOODBURN INTERCHANGE SECTION. CLACKAMAS & MARION COUNTIES	LANDSCAPING

4-30-73

RECEIVED
STATE HWY ENGR
MAY 1 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

5-3-73
Copies Young
Webster

NOTED
E. S. HUNTER

NOTED
A. E. JOH

8053

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-30-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-4A
(Rev. 8-71)

GPO 915-690

8053

RECEIVED
MAY 1 - 1972
FOR FILING

FHWA-121 (1
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 26, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)273 Landscaping
Hubbard Intchge.-Woodburn Intchge. Sec.
State Furnished Plants

Under the provisions of Paragraph 14 of PPM 21-6.3 we concur with Mr. Young's April 17, 1972 request for establishment of Japanese Rose Bushes for future landscaping of the subject section. Participation will be limited to actual cost of those plants accepted on the project.

5-1-72
Young

RECEIVED
APR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8053

April 25, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PHRS No.
740	I-5-5(61)274	Hubbard Intchge.-Woodburn Intchge.

NOTE: Enclosed is a copy of the State Clearinghouse reply of April 17, 1970.

Enc.

JG:dg

cc R. N. Chase
B. L. Gifford

8053

April 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-5-5(61)274

We are submitting program data for one Interstate project, Item No. 740, Project No. I-5-5(61)274, "Hubbard Interchange-Woodburn Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on May 24, 1973.

The work under this project is considered stage construction based on the fact that it is part of the work necessary to complete this section to Interstate standards.

Data concerning requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 were submitted previously for this section under Project No. I-5-5(52)274.

Enc.

JG:dq

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-25-73

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 55	ADT	PRESENT (66)	FUTURE (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2)
2	1	I-5 Woodburn Intchge., N 9.55 mi.		27,000	49,900	93	10	Oregon	35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO.
3	Landscaping								I-	5-5	(61)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
4	Interstate	Clackamas & Marion	005 047

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
	I	I-5	1	I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
1	(14 15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 Woodburn Intchge., N 9.55 mi.						Landsc sistin and pl shrubs
5					ROW								
5					CONST (CODE) Y003		"Hubbard Intchge.-Woodburn Intchge. Section"	0.00	220,000	202,900	17,100		ROW-27 Access Parkin Comple

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	220,000	202,900	17,100	
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(33)	REMARKS	

Additional Data: Item No. 166, 624 & 6
Project No. I-5-5(16), (48), & (52) res

-0

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-25-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): I-5 Woodburn Intchge., N 9.55 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	27,000	49,900	93	10	Oregon	35	042	740

SED WORK (35 typewriter

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
I-	5-5	(61)	274

NDS: Interstate

COUNTY NAME: Clackamas & Marion 005 CODE 047

ROUTE NO. I FEDERAL-AID I-5 STATE 1 U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Woodburn Intchge., N 9.55 mi.						Landscaping consisting of furnishing and planting trees, shrubs and vines.
ROW								
CONST (CODE) Y003		"Hubbard Intchge.-Woodburn Intchge. Section"	0.00	220,000	202,900	17,100		ROW-274' normal; Access Control-full; Parking Restrictions-Complete.
		PROJECT TOTALS	0.00	220,000	202,900	17,100		

PROVAL DATES

REMARKS

Additional Data: Item No. 166, 624 & 670; Project No. I-5-5(16), (48), & (52) respectively.

-OVER-

HUBBARD INTCHGE.-WOODBURN INTCHGE. SECTION
Project No. I-5-5(61)274

Remarks continued:

Information for PR 37-B: R/W-1; R/W-F; Sanitary Facilities-N.

Project Data: The work consists of furnishing and planting trees, shrubs and vines, and incidental work common to this type of project.

Unusual Situation: Japanese Rose Bushes will be "State Furnished Materials" (participation limited to the cost of those plants accepted on the project) grown under contract, let by the State Department of General Services, for delivery in the fall of 1973. The contract bids were submitted June 19, 1972 to FHWA for review and approval.

Environmental Statement, Clearinghouses' Reviews, Public Hearings and Design Approvals: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The main roadway construction for this section is being accomplished as Project I-5-5(52)274, therefore, data concerning requirements of PPM 90-1, IM-50-1-70 and PPM 20-8 have been submitted previously under said Project I-5-5(52)274.

Data for PR-37:

Clackamas County --------- 10%
Marion County ------------ 90%

8053

RECEIVED
APR 17 1972
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
H. YOUNG
L. H. Young
Programing Engineer

SUBJECT
State Furnished Plants
Hubbard Intchge.-Woodburn Intchge. Sec.
Project I-5-5(-)273 Landscaping

We hereby request your approval and authorization to solicit and award a contract through the State Department of General Services for starting and growing of Japanese Rose plants for use as screening on the subject landscaping project.

The plants will be furnished to the contractor without cost under the bid item of "Planting State Furnished Shrubs" on the proposed roadside improvement contract which will follow the grading and paving project. No cost will be incurred until the plants are incorporated in the project, therefore no dollar authorization is necessary at this time. Federal participation will be governed by PPM 21-6.3 Par. 14 and a copy of the bids will be forwarded to you for review and approval.

The estimated number of plants is 17,700 at a purchase cost of $29,200 F.O.B. Woodburn Maintenance Station.

We believe this procedure is in the public interest based on the following:

a. The plants are not available in sufficient quantity or size required for the section to be landscaped.

b. It is planned to have the plants contracted and grown over two growing seasons in containers to a 4-foot size ready for planting at the end of the construction period. The 4-foot size will be effective as an anti-glare screen at the time of planting or very shortly thereafter.

c. The Japanese Rose plants of about this size have also proven very effective as a safety barrier in stopping or slowing an out-of-control vehicle from crossing the median into the path of an oncoming vehicle. Without action at this time, considerable delay will result in a usable screen if they must be grown on the project from small starts.

d. This method of acquiring and furnishing Japanese Rose plants for federal funds participation was approved for the landscaping project I-5-5(49)284, East Portland Freeway-Hubbard Interchange Section which joins the subject project on the north.

RNC:dg

cc E. S. Hunter
F. L. Hall
L. H. Young
R. N. Chase

DRAFT

April 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97308

Dear Mr. Simpson:

SUBJECT: Hubbard Interchange-Woodburn Section
Rose Growing Contract

We hereby request approval and authorization to award a contract through the State Department of General Services for the starting and growing of Japanese Rose plants to be used as screening on the subject project. Plants to be grown in containers to a four foot size.

A similar growing contract was made for the East Portland Freeway-Hubbard Interchange project and proved to be very successful. The plants will be furnished to the contractor without cost under the bid item of "Planting State Furnished Shrubs" in the roadside improvement contract which will follow the grading and paving project.

REO.

No cost will be incurred until the plants are incorporated in the project; therefore, no dollar authorization is necessary at this time.

Federal participation will be governed by PPm 21-6.3 Par. 14, and a copy of the bids will be forwarded to you for review and approval.

The estimated number of plants is 17,700 at a purchase cost of $29,200 FOB Woodburn Maintenance Station.

Very truly yours,

L. H. Young
Programing Engineer

REO:vmt

8052 S. Fk. Clackamas River- 1974
Bull Creek Sec.
(Grade flood damaged areas)

8052 R

April 29, 1975

Rathbone, King & Seeley
310 S.W. 4th Street
Portland, OR 97204

Gentlemen:

Contract No. 8052 awarded to Roy L. Houck Construction Company for work on the South Fork Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County was completed on December 16, 1974, and accepted by the Administrator and State Highway Engineer on April 24, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 4, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Roy L. Houck Construction Company
2705 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 23, 1975

FILE:

RDChurch

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8052, Work Completed December 16, 1974

Project S. Fork Clackamas River-Bull Creek

Highway Clackamas County Clackamas

Type of Work Grading

Contractor Roy L. Houck Construction Co.

Recommended Acceptance Date April 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
FB Klaboe
STATE HIGHWAY ENGINEER
DATE: 4-25-75

8052

R

April 14, 1975

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8052 for work on the South Fork Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 11 days is granted because of Price Agreement No. 2 which added work on the project.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt
V. E. Skoog
James W. McNamee

JAB:fr dpy

#8052

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project ERFO 310(1)
S. Fork Clackamas River-Bull Creek
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Coulter's April 7, 1975 letter, the 11-day extension of contract time on the subject project is considered justified and is therefore approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
APR 11 '75
REFER TO
Coulter
FOR

RECEIVED
APR 11 1975
4-11-75

NOTED
H.S. COULTER

8052

R

CON 5

Robert W. Straub
XXXXXXXX

DATE April 7, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 8052
S. Fork Clackamas River--Bull Creek Section
FAP No. ERFO-310(1)

The contractor has requested a 31-day time extension for two reasons: (1) an alleged differing site condition encountered in wet toe trench excavation material, and (2) a late added slide repair price agreement.

When the project was completed on December 16, 1974, there were 11 days of liquidated damages at $100 per day. The contractor started work on the project promptly, and in early November, just before the slide problem developed, he was actually theoretically ahead of schedule (on November 2, with 59% of the time elapsed, the project was 63% completed). The slide problem was a slip-out of part of a roadbed section. The repair was covered by Price Agreement 2, dated November 15, in the amount of $27,875.00. This was a significant added item late in the contract.

We believe the 11 days needed to eliminate all liquidated damages on this contract is justified by the added work on Price Agreement 2. Your concurrence is requested in an 11-day extension.

This contractor held another ER project in the area (Contract 8069, MP 3.6 Clackamas River Road) with a tight completion requirement which was also affected by the delay on the P.A. 2 work on the subject project. A separate time extension will be submitted on it.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8052

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 4, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S. Fork Clackamas River-
Bull Creek Section
Contract No. 8052
Request for Time Extension

Roy L. Houck Construction Company requests a 31-day time extension on two reasons:

1. An alleged differing site condition encountered in wet toe trench excavation material, and,
2. A late added slide repair price agreement.

When the project was actually completed December 16, 1974, there were 11 days liquidated damages at $100 per day. The contractor started work on the project promptly, and in early November just before the slide problem developed, he was actually theoretically ahead of schedule (on November 2 with 59 percent of the time elapsed, the project was 63 percent completed.) The slide problem was a slip-out of part of a roadbed section. The repair was covered by Price Agreement No. 2 which is dated November 15 and was in the amount of $27,875.00. This was a significant added item coming late in the contract, (it was so large that an increase in project authorization was required).

The 11 days needed to eliminate all liquidated damages on this contract is readily justified by the P.A. 2 added work. This same contractor held another ER project in the area (Contract 8069, M.P. 3.6 Clackamas River Road). This other contract had a very tight completion requirement on it and was also affected by the delay on the P.A. 2 work on the subject project.

This was an ER federally funded project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

APR 7 1975

Office of
Assistant State Highway Engineer

E-330 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 11, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 111 days, within which to complete our Contract No. 8052, without the assessment of liquidated damages. The said contract is described as follows:

S.Fork Clackamas River, Bull Creek Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Letter attached

Respectfully submitted,

ROY L. HOUCK CONSTRUCTION CO.
Contractor

By

CONSENT OF SURETY

Date February 11, 1975

We, PEERLESS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

UPDEGRAFF INSURANCE, INC.

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8052 Contractor Roy Houck Construction Co.

Highway ClackaMas

Section S. Fork Clackamas River-Bull Creek Section

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 11 day extension of contract time because of P.A. 2, added slide repair work.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No. 8052

Project designation ERFO-310(1) State-Federal

Date awarded 8/20/74

Work started 9/16/74

Per cent completed 100% Date

No. of Workdays Allowed 80

No. of Workdays Used 91

No. of Added Workdays Requested 31

SP*67065-734

ROY L. HOUCK CONSTRUCTION CO.

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

February 11, 1975

Mr. James McNamee
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Time Extension, Contract #8052.

Dear Sir:

Roy L. Houck Construction Company requests a time extension for OSHD Contract #8052, S.Fk. Clackamas River - Bull Creek Section. We base the request for a time extension on the following reasons:

1. Contractor started to pioneer access for the toe trench excavation in the 1214-1220 area. The material encountered inside the required toe trench excavation was saturated with water above an impervious layer of rock and cemented gravels. The material was of unsuitable nature which required removal prior to placement of rip-rap and regular embankment material within the typical section. The work required mobilization of a Dragline to the project and delay to the work resulted. The Contractor's sequential operation schedule for the contract item work was prolonged one week. We therefore request a 7 calendar day extension due to this differing site condition.

2. A slide occurred in the embankment area Station 1216-1219 above the rip-rap zone of material. The State requested that the material be removed and granular embankment be placed to stabilize the failure. Price Agreement Number 2 was executed by contractor to correct this condition. The work required re-mobilization of Dragline to area, loader, hauling equipment, acquiring additional material from U.S. Forest Service. The failure occurred in early November and work completed in early December. The completion of the project was delayed approximately 3-1/2 weeks due to the additional work. Therefore, we request an additional 24 calendar day extension of time for this contract.

Because of this additional work required to complete the project, the Contractor requests that a 31 day time extension be granted so that completion of the contract be timely.

Respectfully,
ROY L. HOUCK CONSTRUCTION CO.

Jim Lambie

JL:jl

8052

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: S.Fk. Clackamas River-Bull Creek	WEEK ENDING: March 8, 1975
		SECTION PREFIX: 103-1031
	HIGHWAY: Clackamas	COUNTY: Clackamas
NAME OF JOB: S.Fk. Clackamas River-Bull Creek	KIND OF WORK: Grading	
CONTRACTOR: Roy L. Houck Construction Co.	CONTRACT NUMBER: 8052	FEDERAL AID PROJECT NUMBER: ERFO-310(1)
DATE OF CONTRACT: August 20, 1974	DATE WORK STARTED: Sept. 13, 1974	~~ESTIMATED~~ COMPLETION DATE: December 16, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 91
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 209,503.98		
EXCLUSIVE OF ENGINEERING: $ 192,891.33	ENGINEERING AUTHORIZATION: $ 19,157.40 ~~[illegible]~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 210,625.00 ~~[illegible]~~	ENGINEERING COST TO DATE: $ 18,050.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~[illegible]~~ 9 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: Dec. 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	Rip-rap ~~SURFACING~~	Gran Bkfl ~~MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.4			0.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.1	0.4			0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4340	8500			180
TOTAL QUANTITIES CORRECTED TO DATE	4810	8459	2711		110
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4810	8459	2711		110
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Fair			
MONDAY	3	Cloudy-Clearing			
TUESDAY	4	Fair			
WEDNESDAY	5	"			
THURSDAY	6	"			
FRIDAY	28	Cloudy			
SATURDAY	1	Showers			

Routing
Kansey ~~Bond~~ ~~Jackmond~~ Harwood ~~Johnson~~ Walker
Scofield Glenn Berg

RECEIVED
MAR 11 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No Activity
MONDAY 3	"
TUESDAY 4	"
WEDNESDAY 5	"
THURSDAY 6	"
FRIDAY 28	"
SATURDAY 1	"

REMARKS

No Contract Activity SEMI-FINAL submitted to Region Office Thursday the 6th.

Office: 5 man days

SIGNED ______ LOCATION ~~Clackamas~~ Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8955 0-2-11

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 2-19-75	PROJECT NUMBER ERFO-310(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 23, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 243,503	$ 275,000
Federal Funds	$ 243,503	$ 275,000
Other revisions		

This modification is made for the following reasons:
to include increase in cost by approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of February, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Hwy. Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
For G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-Aid Project
Project No. ERFO-310(1)

S. FK. CLACKAMAS RIVER-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKMAS COUNTY

Salem, Oregon, February 11, 1975

Revised Project Agreement estimate.

Type Code P.E.
Preliminary Engineering

Same as previous estimate of August 30, 1974			$ 9,500.00

Type Code 6201
Temporary Repairs (MP 41.5 & MP 42.9) (MP 42.9 should be 43.8)

Total same as previous estimate of August 30, 1974			$ 24,500.00

Type Code 6201
Permanent Restoration (MP 33.0, 41.0, 42.9)(MP 42.9 should be 43.8 & MP 46.5)

Sub-total on previous estimate of August 30, 1974			$ 184,585.00
Additional Approved Item			
PA.2 Granular Embankment	2,711 cu.yd.	10.25	27,787.75
	Sub-total		$ 212,372.75
	Engineering		28,627.25
	Total		$ 241,000.00

Length of Project - - - - - - - - - 0.386 mile
Cost of Roadway per mile- - - - - $624,353.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 9,500.00	$ 9,500.00
Temporary & Perm. Repair (S.F.)	24,500.00	24,500.00
Contract Repair	241,000.00	241,000.00
Totals	$275,000.00	$275,000.00

Group 1-100%
Contract No. 8052
Contract Prefix 103-1031
P.E. Prefix 103-1472-01
State Force Prefixes
103-4466-02
103-4466-03
103-4466-04
103-4466-05

3052

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-9-16 9-10-39

PROJECT REPORT NO. 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-23-74

TE Oregon

COUNTY Clackamas

PROJECT NO. ERFO-310(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 224 10 mi. S.W. of Estacada - S.W. 13.5

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-14-74	13.5
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-14-74 7-24-74	13.5
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 243,503	$ 243,503

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W F Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer Sept 23, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ERFO-310(1)

S. FK. CLACKAMAS RIVER-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 30, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 9,500.00
	$ 9,500.00

Type Code 6201
Temporary Repairs (M.P. 41.5 and M.P. 4.2) (M.P. 42.9 should be 43.8)

Repairs by State Forces

Labor	$ 12,862.00
Equipment	11,291.00
Material	347.00
	$ 24,500.00

Type Code 6201
Permanent Restoration (M.P. 33.0, M.P. 41.0, M.P. 42.9) (M.P. 42.9 should be M.P. 43.8, and M.P. 46.5)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	260 sq.ft.	3.00	780.00
Flagmen	500 hours	14.00	7,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	4,340 cu.yd.	4.50	19,530.00
Toe Trench Excavation	1,750 cu.yd.	6.00	10,500.00
Trench Excavation	65 cu.yd.	10.00	650.00
Class "B" Asphalt Concrete	180 ton	30.00	5,400.00
Lumber and Timber Treated	2.62 MFB	1,000.00	2,620.00
24-inch Culvert Pipe	150 lin.ft.	28.00	4,200.00
Extra for Pipe Under Pavement	50 lin.ft.	13.00	650.00
Concrete Inlets, Type G-2	1 only	600.00	600.00
Guard Rail, Type 2A	412 lin.ft.	15.00	6,180.00

Guard Rail Anchors, Type 1	1 only	350.00	350.00
Rail End Pieces, Type B	1 only	50.00	50.00
Loose Riprap, Class 2000	8,500 cu.yd.	10.50	89,250.00
Guide Posts	15 only	15.00	225.00
			$183,985.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
Remove and Reinstall Signs	All Required	100.00
		$ 600.00
	Subtotal	$184,585.00
	Engineering	24,918.00
	Total	$209,503.00

Length of Project - - - - - 0.386 mile
Cost of Roadway per Mile- - $542,753.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 9,500.00	$ 9,500.00
Temporary & Permanent Repair (S.F.)	24,500.00	24,500.00
Contract Repair	209,503.00	209,503.00
	$243,503.00	$243,503.00

Group 1 - 100%

Contract No. 8052

Contract Prefix: 103-1031

P.E. Prefix: 103-1472-01

State Force Prefixes:

103-4466-02
103-4466-03
103-4466-04
103-4466-05

8052

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **January 13, 1975**

TO Oregon **Transportation** ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SIGNED BY
F. B. KLABOE

AGENDA
JAN 22 1975
4b-1

SUBJECT **Increase of Project Authorization**
S. Fork Clackamas River-Bull Creek Section, [illegible]
Contract No. 8052

This contract will overrun an estimated 10.7 percent, or $22,513.42. Roy L. Houck Construction Company is the contractor. As contracted, the project was for riprap work at four locations. A fill failure subsequently occurred above one of these locations and the repair was covered by Price Agreement No. 2 for $27,875 (participating). The overrun is entirely due to this fill replacement which required 2,500 cubic yards of imported granular embankment.

The entire project was completed December 16, 1974.

I request your approval of a $22,513.42 increase to a new total authorization of $232,017.40.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Ed Hardt

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8052

Salem, Oregon
January 6, 1975

JB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S. Fork Clackamas River-
Bull Creek Section
Contract No. 8052

TO: H. S. Coulter
Assistant State Highway Engineer

This contract will overrun an estimated 10.7%, or $22,513.42. This is entirely due to a fill failure which required 2,500 c.y. of imported granular embankment to repair. As contracted, the project was for riprap work at four locations. The fill failure subsequently occurred above one of these locations and the repair was covered by Price Agreement No. 2 for $27,875.00 (participating).

The entire project was completed December 16, 1974. Roy L. Houck is the contractor.

Form E-372 and a rough draft letter to the Transportation Commission are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 6 1975
Office of
Assistant State Highway Engineer

8052

Form E-373 (Rev. 10-66)

J

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project S. Fk. Clackamas River - Bull Creek Date 12/23/74

Highway Clackamas Contract No. 8052

County Clackamas Kind of Work Grading Contractor Roy L. Houck Const Co.

	Authorized	Estimated	
Contract Amount	183,985.00	183,985.00	
Anticipated Items	600.00	0	
Contingency (4½%)	8,306.33	28,875.00	
Engineering	16,612.65	19,157.40	
Credits	-	-	
PROJECT COST	209,503.98	232,017.40	(+10.7%)
	NET INCREASE $	22,513.42	(10.7%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) General Excavation		+ 2,250.00
P.A. 2 = $27,875.00		
(U) Granular Embankment		+ 25,625.00

APPROVED BY COMMISSION
January 22, 1975 Meeting

Principal reasons for overruns (Continue on reverse side): Slide Correction - PA # 2

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Confirmed by ______ Division Engineer

Noted by ______ Construction or Bridge Engineer

Noted by H. S. Coulter Deputy or State Highway Engineer

#8052

STATE COPY

U. PARTMENT OF TRANSPORTATION
FE. AL HIGHWAY ADMINISTRATION

cc: cc: OSHD (H S Coulter)
Wash DC (HMO-32)

10-21-74

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 10-21-74	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. ERFO-310(1)

IN COMPANY WITH

Jim McNamee, Resident Engineer, OSHD

LOCATION

Intermittent locations along the Clackamas River Road between MP 33.0 and MP 46.5.

CONTRACTOR NAME AND ADDRESS

Roy L. Houck, Salem, Oregon

AWARD DATE 8-20-74	CONTRACT AMOUNT $183,985.00	TIME ALLOWED 80 cal. days	TIME STARTED 9-17-74	WORK STARTED 9-16-74
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 44%	WORK COMPLETED 40%	

REMARKS

COPY SENT
OCT 2 1974
Washington

SOUTH FORK CLACKAMAS RIVER-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Grading

This project provides for the permanent restoration of roadway damage sustained during the January 1974 flood. The work includes the replacement of lost riprap (approx. 8500 CY), regrading and repaving with asphalt concrete pavement, and the construction of a wooden revetment.

To date, except for the hauling and stockpiling of riprap material at other damaged areas, the work has been limited to riprap placement at MP 46.5 which requires approximately 6500 CY of riprap material as well as minor incidental drainage work.

The work is proceeding in a satisfactory manner. All work is expected to be completed well within the contract time and prior to winter high water conditions. The riprap material being incorporated into the work has been inspected and found to meet the specification requirements.

RECEIVED
OCT 24 1974
Office of
Assistant State Highway Engineer

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8052

August 21, 1974

Roy L. Houck Construction Co.
2705 Lancaster Drive, N.E.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for work on the S. Fk. Clackamas River-Bull Creek Section of the Clackamas Highway in Clackamas County for the sum of $183,985. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8052.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
E. L. Hardt
James McNamee
Wm. Geibel (SAIF)

8052

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

8052

8-12-74

U. S. DEPARTMENT OF NSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AL AID PROJECT NO.: ERFO 310 (1)

STATE PROJECT NO.: SOUTH FORK CLACKAMAS RIVER BULL CREEK SECTION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS
	ITEM NO. ER-42	PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
Rulien w/map
8-16-74

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 24, 1974	JULY 24, 1974	SECONDARY ROUTE 136 SECONDARY ROUTE 171

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) TEMPORARY EROSION CONTROL $500.00
  REMOVE & REINSTALL SIGNS 100.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-74		DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8052

cc: [illegible]
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (2)
A. E. Shirley (2)
Carl Williams (2)

cc's made and sent
July 26, 1974

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 23, 1974

RECEIVED
JUL 2[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

We have reviewed the following proposed projects transmitted to us by your letter of July 9, 1974. Our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County
   Sheet three of the plans show the new road alignment to be away from the river bank and although the toe of the slope is not shown, the profile indicates the toe will be away from the stream edge. We therefore anticipate no fishery conflicts from this proposal.

2. Fifteenmile, Ramsey & Larch Creek Bridges, FAS 709, 710 Wasco County
   As these projects are in an area that the Oregon Wildlife Commission has more activity, we will support their recommendations and comments.

3. South Fork of Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County
   Mr. Jim McNamee, Resident Engineer, indicated to us that this proposal is a storm damage repair of the same nature that we reviewed with him last year. Thus we suggest the same recommendations and procedures be

used as on last year's storm damage repair. We understand that only station area 1216 to 1221 (M.P. 4635) will require work in the stream to provide the riprap toe trench and 2,000 pound riprap protection. Regarding this we recommend that the toe trench be excavated by equipment from the bank such as backhoe clam shell and not a bulldozer in the stream. Also the riprap should be placed in lifts from the bank and not end dumped over the shoulder of the road to let ravel out into the stream. The timing limitations on this project may be waivered as before if the Oregon Wildlife Commission and the Fish Commission of Oregon are notified prior to instream operation; and they have the authority to halt or modify operations in the stream if conflicts become excessive or sport fishing downstream becomes affected.

We appreciate the opportunity to offer fishery safeguard recommendations on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission - Portland
J. Massey, Oregon Wildlife Comm. - Clackamas
Division of State Lands - Salem

8051 Main Ave. & Third St.(Tillamook)
Sec. on Oreg. Coast & Wilson 1974
Riv. Hwys. (Grading & Paving)

CA 4937-4/16/74
CA 5028-8/12/74

8051

November 21, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On November 19, 1975, we wrote to you concerning release of final payment on Contract No. 8051 awarded to Babler Bros., Inc., for work on Main Avenue and 3rd Street in Tillamook on the Oregon Coast and Wilson River Highways in Tillamook County.

Final payment on this contract is $500 and the total contract amount is $236,865.23 including $451.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8051.

45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 17, 1975

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract 8051, Work Completed November 7, 1974

Project Main Avenue & 3rd Street (Tillamook)

Highways Oreg. Coast & Wilson River, County Tillamook

Type of Work Grading & Paving

Contractor Babler Bros, Inc.

Recommended Acceptance Date November 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
NOV 17 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
ESHunter
Hunter
Date 11-17-75

11/17 [illegible]

8051

R

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main Ave. & 3rd St. (Tillamook)		WEEK ENDING: June 28, 1975
		SECTION PREFIX: 29-1095
	HIGHWAY: Oregon Coast & Wilson River	COUNTY: Tillamook
NAME OF JOB: Main Ave. & 3rd St. (Tillamook)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 8051	FEDERAL AID PROJECT NUMBER: RF-137(9) & RF-191(17)
DATE OF CONTRACT: August 2, 1974	DATE WORK STARTED: August 20, 1974	ESTIMATED COMPLETION DATE: semi-final 12/20/74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 84
PROJECT AUTHORIZATION: $ 352,843.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 342,864.38	ENGINEERING AUTHORIZATION $ 27,978.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 271,000	ENGINEERING COST TO DATE $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84
ESTIMATED PERCENT: UNDERRUN 21 %	PERCENT OF AUTHORIZATION [illegible] %	DATE PROJECT WAS COMPLETED: 11/7/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5771 c.y.	6570 tons			1985 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE (final)	5371	7754			1956
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 30 1975
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Except for the [illegible] of acceptance from [illegible] final paper work items on the project [illegible] completed. This is the final weekly report.

SIGNED ____________ LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8051

STATE COPY

MONTHLY TRANSACTION NUMBER 1-69	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Tillamook
MODIFICATION NUMBER 1	(PPM 21-7) 1-14-75	PROJECT NUMBER RF-191(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 13, 19 74 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,265	$ 114,024
Federal Funds	$ 76,012	$ 89,100
Other revisions		

This modification is made for the following reasons:

to include authorized work by City of Tillamook

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Schmitz

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. RF-191(17)

THIRD ST. (TILLAMOOK) SECTION

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, January 6, 1975

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 10+18 to Sta. 16+00)

Subtotal on previous estimate of August 7, 1974		$ 88,423.50
SF02 City Water Mains (Tillamook)	All Required	15,235.00
	Subtotal	$103,658.50
	Engineering	10,365.50
	Total	$114,024.00

Length of Roadway - - - - - - - - - - - - 0.11 mile
Cost of roadway per mile- - - - - - - - - $1,036,581.82

Federal Funds -		$ 89,100.00
State Funds -		12,462.00
City Funds- -		12,462.00
	Total	$114,024.00

Group 2 - 35%

Contract No. 8051

Prefix: 29-1095

8051.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-46	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-13-74	COUNTY Tillamook PROJECT NO. RF-191(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6 E. Bd. portion of couplet from Main Ave. to Laurel Ave. (Tillamook)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-74	0.11
OTHER *(Specify)*		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 97,265	$ 76,012

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G K Hossner
for G. L. Green for (Division Engineer)

Date executed by Division Engineer AUG 13 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. RF-191(17)

Third St. (Tillamook) Section

Wilson River Highway in Tillamook County

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 10 + 18 to Sta. 16 + 00)

Mobilization	All Required (37%)		$ 3,885.00
Temporary Protection and Direction of Traffic	All Required (37%)		4,440.00
Temporary Signs	390 sq.ft.	6.00	2,340.00
Temporary Barricades	16 only	75.00	1,200.00
Flagmen	30 hour	15.00	450.00
Clearing and Grubbing	All Required (37%)		2,405.00
Removal of Structures and Obstructions	All Required (37%)		185.00
Removal of Curbs	830 lin.ft.	1.50	1,245.00
Removal of Walks and Driveways	390 sq.yd.	4.00	1,560.00
General Excavation	1,970 cu.yd.	4.45	8,765.50
Trench Excavation	70 cu.yd.	9.00	630.00
Treated Base Mixture	1,460 ton	12.00	17,520.00
Cement in Treated Base Mixture	90 ton	75.00	6,750.00
Coarse Aggregate Base	810 ton	6.00	4,860.00
Asphalt Concrete Mixture	730 ton	16.00	11,680.00
Asphalt Cement in Mixture	45 ton	75.00	3,375.00
12-inch Sewer Pipe	420 lin.ft.	9.00	3,780.00
Concrete Manholes	1 only	650.00	650.00
Concrete Inlets, Type CG-1	12 only	325.00	3,900.00
6-inch Drain Pipe	80 lin.ft.	5.00	400.00
Special Filter Material in Drain	14 cu.yd.	14.00	196.00
Concrete Walks	190 sq.yd.	7.00	1,330.00
Concrete Driveways	200 sq.yds.	9.00	1,800.00
Concrete Curbs	30 cu.yds.	74.00	2,220.00
Adjusting Manholes	3 only	85.00	255.00
Adjusting Inlets	1 only	85.00	85.00
			$ 85,907.50

Additional Items

Permanent Striping	All Required (37%)	$ 74.00
Temporary Erosion Control	All Required (37%)	37.00
Seeding and Mulching Disposal Area	All Required (37%)	185.00

Lime Treated Subgrade	All Required (37%)	2,220.00
		$ 2,516.00
	Subtotal	$ 88,423.50
	Engineering	8,841.50
	Total	$ 97,265.00

Length of Roadway	0.11 miles
Cost of Roadway per Mile	$ 884,227.27

Retained in Program Status

City Water Mains (Tillamook)	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	Engineering	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$ 97,265.00	$ 76,012.00	$ 10,626.00	$ 10,627.00
Retained in Program	22,000.00	17,193.00	2,404.00	2,403.00
Total	$119,265.00	$ 93,205.00	$ 13,030.00	$ 13,030.00

Group 2 35%

Contract No. 8051

Prefix: 29-1095

8051

STATE COPY

MONTHLY TRANSACTION NUMBER 1-68	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-14-75	COUNTY Tillamook
MODIFICATION NUMBER 1		PROJECT NUMBER RF-137(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 13, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 172,098	$ 212,320
Federal Funds	$ 134,494	$ 165,920
Other revisions		

This modification is made for the following reasons:
To include authorized work by City of Tillamook.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of January, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By Glen H Gray
for G. L. Green (Division Engineer)

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71)   Existing stocks of Form PR-2A (Rev. 4-70) will be used.   GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. RF-137(9)

MAIN AVE. (TILLAMOOK) SECTION

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, January 6, 1975

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 8+60 to Sta. 18+50)

Subtotal on Previous estimate of August 7, 1974		$156,453.50
SFO 2 City Water Mains (Tillamook)	All Required	36,565.00
	Subtotal	$193,018.50
	Engineering	19,301.50
	Total	$212,320.00

Length of Roadway _ _ _ _ _ _ _ _ _ 0.19 mile

Cost of Roadway per mile _ _ _ _ _ _ _ _ $1,117,473.68

Federal Funds	$165,920.00
State Funds	23,200.00
City Funds	23,200.00
Total	$212,320.00

Group 1 - 65%

Contract No. 8051

Prefix 29-1095

8051

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-45	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Tillamook
PROJECT REPORT NO. 3	8-12-74	PROJECT NO. RF-137(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 S. Bd. portion of Couplet from 1st. St. to 4th St. (Tillamook)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-25-74	0.19
OTHER *(Specify)*		

FUNDS

Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT $ 172,098	FEDERAL FUNDS $ 134,494

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. K. Hossner for
(Division Engineer)
G. L. Green

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. RF-137(9)

Main Ave. (Tillamook) Section

Oregon Coast Highway in Tillamook County

Salem, Oregon, August 7, 1974

Project agreement estimate.

Type Code 6203
Roadway (Sta. 8 + 60 to Sta. 18 + 50)

Mobilization	All Required (63%)		$ 6,615.00
Temporary Protection and Direction of Traffic	All Required (63%)		7,560.00
Temporary Signs	560 sq.ft.	6.00	3,360.00
Temporary Barricades	27 only	75.00	2,025.00
Flagmen	50 hours	15.00	750.00
Clearing and Grubbing	All Required (63%)		4,095.00
Removal of Structures and Obstructions	All Required (63%)		315.00
Removal of Curbs	1,670 lin.ft.	1.50	2,505.00
Removal of Walks and Driveways	330 sq.yd.	4.00	1,320.00
General Excavation	3,830 cu.yd.	4.45	17,043.50
Trench Excavation	150 cu.yd.	9.00	1,350.00
Treated Base Mixture	3,040 ton	12.00	36,480.00
Cement in Treated Base Mixture	160 ton	75.00	12,000.00
Coarse Aggregate Base	1,390 ton	6.00	8,340.00
Asphalt Concrete Mixture	1,270 ton	16.00	20,320.00
Asphalt Cement in Mixture	80 ton	75.00	6,000.00
12-inch Sewer Pipe	720 lin.ft.	9.00	6,480.00
Concrete Inlets, Type CG-1	24 only	325.00	7,800.00
6-inch Drain Pipe	170 lin.ft.	5.00	850.00
Special Filter Material in Drain	31 cu.yd.	14.00	434.00
Concrete Walks	90 sq.yd.	7.00	630.00
Concrete Driveways	140 sq.yd.	9.00	1,260.00
Concrete Curbs	50 cu.yd.	74.00	3,700.00
Adjusting Manholes	11 only	85.00	935.00
			$ 152,167.50

Additional Items

Permanent Striping	All Required (63%)	$ 126.00
Temporary Erosion Control	All Required (63%)	63.00
Seeding and Mulching Disposal Area	All Required (63%)	315.00
Lime Treated Subgrade	All Required (63%)	3,780.00
		$ 4,286.00

Subtotal	$	156,453.50
Engineering		15,644.50
	$	172,098.00

Length of Roadway 0.19 miles

Cost of Roadway per Mile $ 905,778.95

Retained in Program Status

City Water Mains (Tillamook)	All Required	$	46,000.00
	Subtotal	$	46,000.00
	Engineering		4,600.00
	Total	$	50,600.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$172,098.00	$134,494.00	$18,802.00	$18,802.00
Retained in Program	50,600.00	39,543.00	5,528.00	5,529.00
Total	$222,698.00	$174,037.00	$24,330.00	$24,331.00

Group 1 65%

Contract No. 8051

Prefix 29-1095

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Main Ave. & 3rd St. (Tillamook) Date January 10 1975

Highway Oregon Coast & Wilson River Contract No. 2051 F. A. Project No. RF-191(17) RF-137(9)

County Tillamook Prefix 27-1025 Account No. 233-04

Description of Work To Be Done:

Construct manhole and repair damaged storm drain.

APPROVED EFFECTIVE DATE 1-30-75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
TITLE ~~Dist. Engineer~~
DATE 3/19/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Rt. Sta 11+90, Main Street

Estimate of Quantities and Costs:

Equipment	640.00
Labor	1,320.00
Materials	$1,340.00
	$3,300.00

Explanation: A storm drain within the project but not shown on the project plans was unknowingly plugged or left unconnected. Repair of the drain is now required. Use of state forces is necessary as the malfunctioning of this drain was discovered after final inspection of the project and acceptance of the contractor's work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $252,843.13

Present estimate of project cost, including $3,300.00 for work under this order $[illegible]

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Constr. Adm.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

DC 2-7-75

2F

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Main Ave. & 3rd Street (Tillamook) **Date** October 18, 1974

Highway Oregon Coast & Wilson River **Contract No.** 8051 **F. A. Project No.** RF-137(9) F-121(17)

County Tillamook **Prefix** 29-1095 **Account No.** 278-03

Description of Work To Be Done:

Permanent pavement striping.

APPROVED EFFECTIVE DATE 7-16-74
Contingent upon modification of project agreement if additional funds are required
BY G.K. Hosona
TITLE Dist Engineer
DATE 12-16-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Main Ave. stas. 8+70- 18+50
3rd St. stas. 10+20 - 16+00 (The entire project)

Estimate of Quantities and Costs:

$200.00

Explanation:

SFO to establish funds for striping completed project. $266.00 for this has been included in the project authorization as an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $352,843.13
Present estimate of project cost, including $200.00 for work under this order $352,843.13
Expected under-run / over-run (amount) . . . . . . $ 0
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved: [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 5123

DC 12-12-74

#8051

9-5-74

FORM PR-33A
(REV. 3-68)

cc: State (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Tillamook	Division Oregon
Date of Inspection 9-5-74	Inspection Made By P. V. Riedl, Area Engineer		Project No. RF-137(9) & RF-19(17)

In Company With
G. Wimer, Reg Constr Engr, OSHD; E. Johnson, Field Constr Engr, OSHD.

Location
Main Avenue & 3rd Street (Tillamook, Oregon on Oregon Coast & Wilson River Hwys)

Contractor Name and Address
Babler Bros., Inc., P. O. Box 2008, Portland OR 97202

Award Date 8-2-74	Contract Amount $238,075	Time Allowed 85 days	Time Started 8-16-74	Work Started 8-20-74
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 27%	Work Completed 6%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Surfacing Paving	6203	0.30			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

MAIN AVENUE & 3RD STREET (TILLAMOOK) SECTION
OREGON COAST & WILSON RIVER HIGHWAYS
Grading and Paving

The work to be performed on this contract is to construct roadbed grading, aggregate base, treated base mixture and asphalt pavement; also, concrete curbs, sidewalk ramps, walks, driveways, inlets and adjusting existing manholes.

The contractor began construction on August 20, 1974. Traffic detour patterns have been made and the water lines are being replaced. Coordination of these items are critical and to date cooperation of all the agencies has been very good.

Excavation of two blocks has been accomplished and utility reconstruction is underway in this area. The contractor has been limited to excavating two blocks at a time in order to reduce traffic congestion.

(more)

RECEIVED
SEP 24 1974
Office of
Assistant State Highway Engineer

9-24-74

NOTED
H.S COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Storm sewers are also being constructed and base material is being placed on Main Avenue.

Work on the project is progressing satisfactorily and if weather conditions permit the contractor should finish the project this season.

Form A-166—6M

STATE COPY

[illegible] modification of pro
[illegible] agreement if additional funds are
Dist Engineer
DATE 9-26-74

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

FEDERAL HIGHWAY ADMINISTRATION

Project Name Main Ave. & 3rd St. (Tillamook) Date August 16 1974

Highway Oregon Coast and Wilson River Contract No. 8051 F. A. Project No. UF-137(9) UF-191(17)

County Tillamook Prefix 29-1095 Account No. 276

Description of Work To Be Done: Adjustment and replacement of traffic signal control lines which become damaged or are removed during construction of the above project.

Location by Station Numbers: Main Street Sta. 8+60 to 18+50
Third Street Sta. 10+18 to 16+00 (entire project)

Estimate of Quantities and Costs:

Labor:	$1,200.00
Materials:	500.00
Equipment:	300.00
	$2,000.00

Explanation: The City of Tillamook has requested that needed repair, replacement or adjustment of traffic signal wires or conduits which become damaged by work on the above project be performed by state forces. This SFO would provide the needed authorization and funding for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $352,843.13
Present estimate of project cost, including $2,000.00 for work under this order $352,843.13
Expected under-run / over-run (amount) . . . . . . $
Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: A. Wiener Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

#8051 8-14-74

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-137(9)&RF-191(17)

STATE PROJECT NO.: MAIN AVE & 3RD ST. SECT.

PROGRAM NO.:

COUNTY NAME: TILLAMOOK

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

ITEM NO.: RF 16 & 17

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 14, 1974	PRIMARY ROUTES 2 AND 35
		STATE ROUTE NUMBER OREGON COAST HWY #2 & WILSON RIVER HWY #37

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF TILLAMOOK'S WATER LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $51,800.00 IS APPROVED.

NOTED
R. L. SCHROEDER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
AUG 16 1974
Office of
Assistant State Highway Engineer

Original to Boyd
Copy to Kulien
8-16-74

REMARKS
SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72. OUR PROGRAM MEMORANDUM DATED 6-21-74 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

WE APPROVE THE AGREEMENT WITH THE CITY OF TILLAMOOK CONSISTING OF YOUR MAY 17, 1974 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE CITY OF TILLAMOOK'S JULY 31, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S AUGUST 9, 1974 LETTER.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-14-74	G L Green	DIVISION ENGINEER

FORM PR-1240 (REV. 4-7[illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8051

August 2, 1974

Tillamook City Council
City Hall
Tillamook, OR 97141

Attention: H. S. Paulson
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 5028

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering financing of the Main Avenue and Third Street (Tillamook) Section Project on the Oregon Coast and Wilson River Highways.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

8051

August 2, 1974

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on July 26 accepted your proposal for work on Main Avenue and Third Street in Tillamook in Tillamook County for the sum of $238,075. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8051.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Chet Anderson
Wm. Geibel (SAIF)

8051

bc: A. E. Johnson
E. S. Hunter
H. S. Coulter
L. W. Rulien
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
Chet Anderson

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1974

RECEIVED
STATE HWY ENGR
JUL 30 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Tillamook City Council
City Hall
Tillamook, Oregon 97141

Attention Mr. H. S. Paulson
City Manager

Gentlemen:

On July 25 the Oregon State Highway Division received bids for construction of the Main Avenue and Third Street (Tillamook) Section of the Oregon Coast and Wilson River Highways. The low bid was submitted by Babler Brothers Construction Co. of Portland. The estimated cost for construction of the project based on this bid is as follows:

Bid Items	$238,075.00
Permanent Pavement Striping	200.00
Temporary Erosion Control	100.00
Adjust Utilities: City Water Mains	66,000.00
Seeding & Mulching Disposal Area	500.00
Lime Treated Subgrade	6,000.00
TOTAL Anticipated Construction Costs	310,875.00
Engineering & Contingencies (13½%)	41,968.13
TOTAL	$352,843.13

Per the State-City agreement of April 15, 1974, and the supplement thereto, the City's share of costs is:

11% of $352,843.13 = $38,812.74, or say $39,000.

Please forward, prior to August 23, 1974, a check or warrant in the amount of $39,000 to this office, made payable to the Oregon State Highway Division.

We appreciate the patience you have exercised in bringing this project to contract.

Very truly yours,

H. S. Cox
County and City Engineer

Mainor

MCH:ljt

By: Mainor C. Holmes
Office Engineer

8051

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
July 16 and July 25 Bid Lettings

Bids will be taken July 16 and July 25 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

July 16 Bid Letting

1. Shutler Station - Olex
John Day Highway, Gilliam County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Willow Creek - Vale
John Day Highway, Malheur County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

3. Odell Butte - The Dalles-California Highway
Willamette Highway, Klamath County

Pavement Overlay Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Fort Klamath - Lobert Junction
   Crater Lake Highway, Klamath County

   Pavement Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

5. Oregon City - Carus
   Cascade Highway, Clackamas County

   Pavement Overlay Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

July 25 Bid Letting

1. Arlington Interchange - Irrigon Junction
   Columbia River Highway, Gilliam and Morrow Counties

   Grade, Pave, Guardrail and Signing Project

   Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

2. Irrigon Junction - Stanfield Junction
   Columbia River Highway, Morrow and Umatilla Counties

   Grade, Pave and Signing Project

   Footpaths or bicycle trails are not incorporated in this project as no reconstruction is involved. The purpose of this project is to eliminate hazardous conditions.

3. West Fremont Interchange
   Stadium Freeway, Multnomah County

   Roadside Improvement and Mini-Park Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

4. Main Avenue and Third Street (Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

Grade and Pave Project

Concrete sidewalks will be incorporated in this project on a replacement-in-kind basis.

5. Winston-Shady Interchange
Coos Bay - Roseburg and Dillard Highway
Douglas County

Grade, Pave, Structures and Signals Project

An eight-foot Class I bicycle/pedestrian facility separated from the highway will be provided along the length of the project.

6. Deschutes River Bridge
Warm Springs Highway, Jefferson County

Footbridge Project

The purpose of this project is to provide a pedestrian bridge across the Deschutes River. This project will be charged to the Bikeway Program.

7. Fort Stevens State Park
Clatsop County

Paving Project

This project includes asphalt concrete bikeway surfacing within the State park, which will provide an extension of the park's bikeway system.

8. Oswald West State Park
Clatsop and Tillamook Counties

Trail Construction Project

A pedestrian trail will be provided within the State park.

These projects will be on the agenda for your consideration at the July 30 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Ruline
Gary Sund
R. E. Whipps

WHW:ko cm

8051

U. S. DEPARTMENT OF TRAN ATION - FEDERAL HIGHWAY ADMINISTRATIC

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-16-74

FEDERAL AID PROJECT NO.
RF-137(9) & RF-191(17)

STATE PROJECT NO.
MAIN AVENJE & 3RD STREET

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RF 16 & 17

COUNTY NAME
TILLAMOOK

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 18 74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED
JUNE 25, 1974

DATE AUTHORIZATION EFFECTIVE
JUNE 25, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTES 2 AND 35

STATE ROUTE NUMBER
PRIMARY ROUTES 9 AND 37

GENERAL LOCATION:
CITY OF TILLAMOOK

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMD LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

PERMANENT STRIPING	$200.00
TEMPORARY EROSION CONTROL	100.00
SEEDING AND MULCHING DISPOSAL AREA	500.00
LIME TREATED SUBGRADE	6,000.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JUNE 20, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1974 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE
7-16-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
fr DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Orig to Hunter Cy Filed 7/19/74

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 25, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project RF-137(9) & RF-191(17)
Main Ave. & 3rd St. (Tillamook)
Oregon Coast & Wilson River Highways
Mandatory Disposal Area

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Your finding in the public interest for the use of the future 12th Street extension as a mandatory disposal area adequately covers the proposal. We therefore concur in your recommendation to place the excess material from the subject project at the requested location.

6-27-74
Copy Versteeg
Hart

J.K. Hossner
for G. L. Green

NOTED
C. L. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8051

8

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 21, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Mandatory Disposal Area
Main Ave. & 3rd St. (Tillamook)
Oregon Coast & Wilson River Hwys.
Tillamook County

It is proposed that the right-of-way of the future 12th Street extension be made a mandatory disposal area on the subject section. It is believed to be in the public interest to do so and we ask that you concur.

The following reasons are given to support the decision:

1. The street is city-owned therefore no new property will need to be acquired and removed from private use. There will be approximately 5,800 cubic yards of excess excavation. The City of Tillamook has requested that this excess material be disposed of within this area. This use of this material will derive a benefit for a public agency by providing embankment materials for the future extension of 12th Street.

2. The street is located near the project thereby reducing hauling costs and energy requirements.

3. By requiring the site to be mandatory the site development and the condition in which the site will be left upon completion of the project will be under complete control of the State; resulting in as little permanent impact to the environment as possible.

RECEIVED
JUN 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

4. Use of the proposed mandatory disposal area is not in conflict with the environmental impact statement.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

LKW:jh
cc: E. S. Hunter
C. O. Fredrickson
R. N. Chase
C. G. Swenson
L. K. Watson

8051

June 21, 1974

TO Oregon Transportation Commission

4K

[illegible] 74
[illegible]

FROM

F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Finance Approval
Main Ave. and 3rd St. (Tillamook) Section
Ore. Coast & Wilson River Hwys.
Tillamook County

The survey on the subject section has been completed. A public hearing or Clearinghouse review was not required for this improvement and the Division has met all federal requirements for environmental concern.

This project is covered by a construction-finance agreement with the city of Tillamook and provides for the state and city to share the cost of the project.

The work involved consists of constructing a 36-foot curbed section of high-type pavement on Main Avenue (Ore. Coast Highway) from 1st Street to 4th Street, and the same roadway section on 3rd Street (Wilson River Highway) from Main Avenue to Laurel Avenue. The total estimated cost for construction is $325,600, and the Division has elected to finance the projects with federal aid funds.

I recommend this project be added to Program XII-A, and request your authority to finance the state's share from federal aid funds, with the city of Tillamook participating in the remainder of the cost.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cecil Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
C. O. Fredrickson

8051

6-21-74

MONTHLY TRANS. NO. 6-72, 6-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-21-74

BY (Signature): Mr. Rulien's June 13, 1974 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 16 THRU 17

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
16	RF-137(9)	0.19	209,700	163,880	Main Avenue Section (Tillamook)	Grade, Drain, High-type pavement utility adjustment
17	RF-191(17)	0.11	115,900	90,570	3rd Street Section (Tillamook)	"

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
E. S. HUNTER

RECEIVED
JUN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 74
REFER TO
Hunter
FOR

REMARKS (Division)

You are authorized to proceed with all necessary preparatory work for utility adjustments.

Based on the study report included in Mr. Rulien's June 18 letter we concur that consideration of alternate locations is not a factor in the development of these projects. Design approval is hereby granted as requested.

6-25-74
Original to L.W. Rulien

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 6-21-74

SIGNATURE AND TITLE: G.L.Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8051

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 18, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R L Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Main Avenue - Third Street
City of Tillamook
Tillamook County, Oregon

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The project is located at the intersection of the Oregon Coast Highway (US 101) and the Wilson River Highway (Oregon Highway 6) in the city of Tillamook, Oregon, in Tillamook County; in the Tillamook central business district street grid, these routes are named Main Avenue and Third Street, respectively. Main Avenue is the southbound element of a one-way couplet. Pacific Avenue, one block east, is the opposite leg. Third Street is a major arterial highway route and the eastbound leg of Oregon Highway 6.

The section to be covered by this project includes three and one-half city blocks on Main Avenue from First to a mid-point between Fourth and Fifth Streets, and two and one-half blocks of Third Street from Main to a mid-point between Laurel and Madrona Avenues. The class of work can be described as a complete rebuilding of the street subgrade and running surface, including curbs and gutters as needed. Incidental to the above work will be the reestablishment of water supply lines or electric signal underground wiring. Drainage will be restored by rebuilding catch inlets and lateral lines leading to existing storm sewers.

Where new curbing is required, the sidewalk will be saw-cut one foot normal behind the curb and excavated to the required depth for replacement of the curb and gutter and for the street subgrade. This excavated material is being actively sought by the City as potential fill material for future city street construction. It will be placed adjacent to a landfill currently being developed by the Tillamook People's Utility District. The City plans a future extension of Twelfth Street to connect existing street sections across a low swale into which local storm sewers are drained. The disposal area will be entirely within city street right-of-way. Existing drainage patterns and facilities in the drainage area will be maintained by the City.

The project is not designed to increase traffic flows through the area, nor will any additional right-of-way be required.

EXISTING ENVIRONMENTAL SETTING The central business district is an area composed of a multitude of stores, specialty shops, banks and other service-related facilities. The age and condition of the structures range from turn-of-the-century to contemporary. The normal bustle of daily business activity is augmented in season by a large volume of tourist traffic. Log trucks and other heavy commercial vehicles are prominent in the traffic mix. Curbside metered parking is available in most of the central area.

PURPOSE OF PROJECT The need for improvement of the streets forming the respective state highway routes was discussed at an open Council meeting attended by the City, the State and concerned citizens in July 1972. At subsequent similar public meetings, the issue was further discussed and resulted in a request for the current project.[1]

The basic problem is demonstrated in the extent of deterioration of the street surface and the curbs and gutters. The streets were constructed in the very early 1900's for the type of traffic usage current at that time. Over the years, the volume and frequency of heavy traffic have brought about a series of repaving and patching efforts, to the extent that in many places the pavement is as high as the curbs and up to a foot higher than the sidewalks at the pavement crown. Some curbs are integral with basement walls, and most of the curbing is badly deteriorated.

Heavy periods of precipitation are characteristic of this coastal community, and the resulting overflow of water in the gutters is intolerable in many parts of the downtown section. Parking where the pavement is curb-high is dangerous to foot traffic and damaging to curbside facilities such as hydrants and parking meters. Vehicles are also unnecessarily tilted toward the sidewalks when parked.

---

[1] Agreement by the City of Tillamook April 1974, by resolution 801. Approved by Transportation Committee April 15, 1974.

The purpose of this proposed work is to eliminate the various traffic and drainage problems on these streets and produce a durable and serviceable facility.

DISCUSSION OF ENVIRONMENTAL IMPACTS In the long run, the community will benefit from these improvements, but in the short-range period of construction there will be some disagreeable impacts.

One of the identifiable impacts will result from the temporary removal of parking and rerouting traffic during the period of construction. This is estimated to require a minimum of two months, during which time traffic will be routed over nearby city streets.

The waterline system under the streets has also been expanded and modified over a long period of time and therefore will be subject to varying amounts of disruption. All of the adjustment and rebuilding will be accomplished by City forces. Some temporary inconvenience to the users will be experienced, along with the other normal effects of construction in an urban environment. It is planned to conduct the work program directly following the peak of the travel season and before the winter rains begin, which would preclude any further work until the following season.

Curb construction plans call for replacement of any roof drains that enter the street through the curb line. It is also planned to construct ramps to all street corners for infant strollers and wheel chairs. An exception will be made of the northeast corner of Third and Main because a basement extends to the curb, thus making reconstruction impractical at this point; another exception will be made of the northeast corner of First and Main because there is no crosswalk on First Street.

The detour plan is developed to expedite the construction process, although it will impose a short-term disruption of existing patterns of commercial and other urban activity in the immediate vicinity. Parking will be removed from one side of the detour route streets. None of the detour streets is more than two city blocks from the normal highway routes.

BASIS FOR NEGATIVE DECLARATION

It is apparent that neglect of these streets and curbs will only aggravate their present condition.

None of the adverse effects of the construction work will be more than of temporary nature, and the community will be improved as a result of the construction itself.

This project is of a type that is exempt from O.M.B. A-95 review, according to the working agreement with the State Clearinghouse.

In conclusion, the Oregon State Highway Division feels that this project does not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

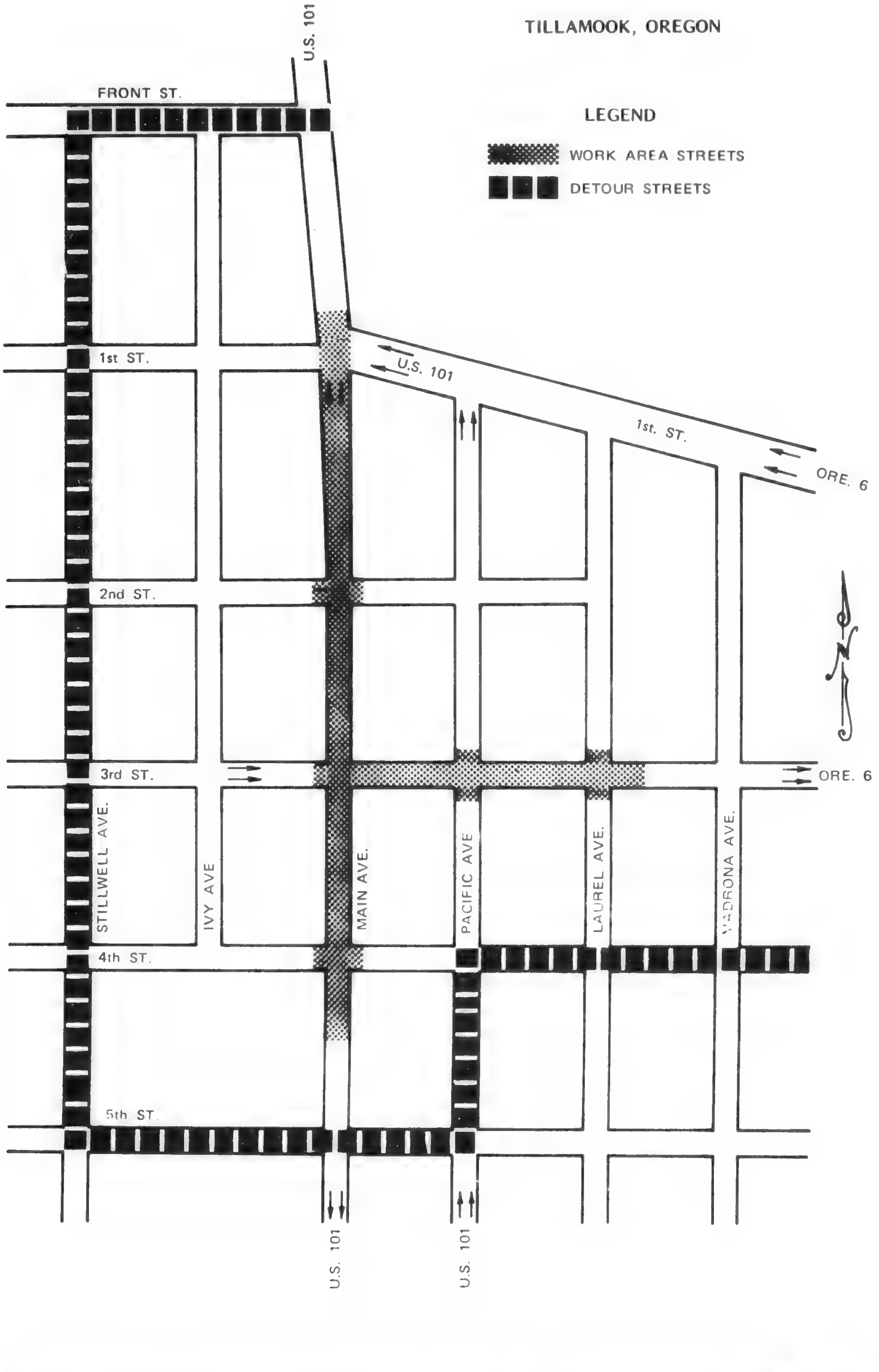
CONCUR ______________________ DATE JUN 27 1974
Division Engineer

SC:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
C. O. Fredrickson

MAIN AVENUE - THIRD STREET RECONSTRUCTION

TILLAMOOK, OREGON


LEGEND
WORK AREA STREETS
DETOUR STREETS
U.S. 101
FRONT ST.
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1st. ST.
ORE. 6
2nd ST.
3rd ST.
ORE. 6
STILLWELL AVE.
IVY AVE
MAIN AVE.
PACIFIC AVE
LAUREL AVE.
MADRONA AVE.
4th ST.
5th ST.
U.S. 101
U.S. 101
N

8051

June 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data & Design Approval
Project RF-137(9) & RF-191(17)

We are submitting program data for two rural primary projects, Item Nos. 16 and 17, which we desire to have included in the Federal-aid Rural Primary Highway Program.

The work to be done under these projects is to be accomplished under the same contract which will be known as "Main Avenue and 3rd Street (Tillamook) Section". It is our present intention to receive bids for these projects on July 25, 1974.

These projects are exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

The requirements of PPM 90-1 are being submitted as a separate action.

A "Public Hearing" is not required under the provisions of paragraph 6c of PPM 20-8.

We hereby request your approval of the design set forth in the Study Report which follows:

STUDY REPORT

Location:
Consideration of alternate locations was not a factor in these projects as the work is on sections of the existing streets presently providing a four-lane facility comprising a one-way couplet for both the Oregon Coast Highway and the Wilson River Highway.

Design:

(1) Project RF-137(9) - The proposed design consists of a 36-foot curbed section of high-type pavement to provide 2 travel lanes for southbound traffic on Main Avenue of the Oregon Coast Highway one-way couplet from 1st Street to 4th Street which entails reconstruction of the present facility utilizing existing curbs where possible. Parking will be allowed as mutually agreed upon by City and State.

(2) Project RF-191(17) - The proposed design consists of a 36-foot curbed section of high-type pavement to provide 2 travel lanes for eastbound traffic on 3rd Street of the Wilson River Highway one-way couplet from Main Avenue to Laurel Avenue which entails reconstruction of the present facility utilizing existing curbs where possible. Parking will be allowed as mutually agreed upon by City and State.

Additional Data:

(1) These projects were coordinated with and approved by the local authorities.

(2) The requirement of 3C Planning is not applicable to these projects as they will not result in the alteration of land use or traffic flow patterns and therefore could not cause any change in planning completed or underway.

The Highway Division and local authorities having considered all the data as well as the soical, economic and environmental effects, have concluded that the design as set forth in the preceding Study Report is suitable for the project.

The description of the design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enc.

JG:jb

cc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

8051

29-1452

REGION 2 ENGINEER
RECEIVED
FILE: JUN - 5 1974
RE F RCE RME RTE RUE
ULE GEO TA FILE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
June 3, 1974

FROM: C. Anderson
Resident Engineer

TO: C.O. Fredrickson
Region 2 Engineer

SUBJECT: Pacific Avenue Addition
Main St & 3rd St (Tillamook)
Oregon Coast & Wilson River Hwy's
Tillamook County

I discussed with Mr Paulson, Tillamook City Manager, a suggestion that resurfacing of 2 blocks on Pacific Avenue, from Third Street to Front Street be added to the present Main Street & Third Street (Tillamook) project. Mr Paulson indicated that although it would be desirable to rebuild this portion of Pacific the city would not be able to participate in the suggested addition as all available city money is being used to pay for the present project.

C. Anderson
C. Anderson
Resident Engineer

cc: Eldon Everton
Hans Paulson, Tillamook City Manager

cc: Versteeg

1 ✓
2
3
P. Olson
Trout

8051

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return to
Bring up
Other

DATE May 31, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM L. K. Watson, Design Team Supervisor

wc copy

SUBJECT Main Avenue and Third Street (Tillamook) Section
Oregon Coast and Wilson River Highways
Tillamook County

A plans in hand review was held on the subject section in Resident Engineer Chet Anderson's office in Tillamook, Oregon. A visual inspection of the project was made by those in attendance and the following corrections and requests were made.

1. The one foot wide sawcut back of curb in the walk to be a minimum. Wider cuts to be made at the direction of the engineer. The concrete surfacing replacement to be paid for by the square yard and the City agreed to replace existing parking meters, sign posts, etc. in the new walk areas.

2. A request was made that the base design be revised to provide more base rock for paving machines to run on. The Region and Construction personnel feel that the four inch thickness is not adequate for the paver. Due to the length of time for curing, the cement treated base should be replaced with asphalt concrete.

3. Since Main Avenue will be closed to traffic during construction, the cross streets, 1st Street, 2nd Street, 3rd Street and 4th Street closures should be held to minimum closure times. A typical section showing temporary surfacing for these intersections will be included in the plans.

4. The quantity of curb removal and replacement will be reduced. This is to be done by the Design Section as agreed to by the inspection of existing curbs.

5. It was requested by Region, Construction, and concurred by FHWA that Pacific Avenue from Third Street to 1st should be regraded and surfaced at this time. Region will check with City of Tillamook on the curb replacement. There is no existing storm sewers and inlets on this section. Pacific Avenue is the northbound route of the Oregon Coast Highway through Tillamook.

6. Resident Engineer Anderson, to provide a sketch map, typical section, and permit for the placing of the excess material on the proposed 12th Street extension. This will be a future city street. A surface mining permit will not be required as the size of the area is less than two acres. Embankment will be held approximately 15 feet away from an intermittent waterway.

7. At the northeast corner of Third Street and Main Avenue, there is an existing basement area under the sidewalk out to the curb line. It is recommended that the sidewalk ramp be deleted at this location. Extensive protection of the basement area would be necessary for the construction of this ramp.

8. The City of Tillamook will relocate their existing water mains, valves, etc. as soon as the pavement removal and grading is performed.

9. There are several roof drains that will have to be reconstructed in the new curb.

Representatives from the City of Tillamook Water Department accompanied the Highway personnel on the review of the project.

LKW:we
cc: C. O. Fredrickson
Paul Reidl, FHWA
Roy Stein
Jack Sills
Bryant Jackmond
Chet Anderson, Resident Engineer
Stu Couper
C. J. Gregg

8051

8

April 16, 1974

City of Tillamook
City Hall
Tillamook, OR 97141

Attention: Mrs. Esther Wade
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 49

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of portions of the Oregon Coast and Wilson River Highways in the downtown area.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8051

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
April 1, 1974

FILE:

FROM: C. Anderson
Resident Engineer

TO: ~~John~~ Bill Sample
Final Design Superintendent

SUBJECT: Design Details
Main St & Third St (Tillamook)
Oregon Coast & Wilson River Highway
Tillamook County

Questions concerning the curb items and catch inlets have been brought up by the designers working on the above project. These questions were reviewed and discussed with the Tillamook's city manager. The following are suggested answers to those questions:

(1) Are all curbs within the project to be replaced? Replacement of curbs is planned only where the existing curbs are not presently in a reusable condition or have been damaged during construction. The exact amount of curbs which will have to be removed and replaced will not be known until excavation of the existing roadbed is completed. For establishing a unit bid price for the curb items it is suggested that 80% of all the curbs on the project be used for calculating the curb item quantities.

It is suggested that the note on the plan sheets covering the removal and replacement of curbs include an appropiate comment, possibly "as directed by engineer", to provide the field with the versatility needed for selecting those areas where curb replacement will be needed.

(2) Should a "saw cut" be required where portions of existing concrete sidewalks or driveway are to be removed and replaced? Yes.

(3) Should the inlets be located on the nose of the curb radius or adjacent to the curb radius? Locate the inlets adjacent to the curb radius.

(4) Are inlets with curb openings, type C-G1, desired? It is felt that the curb opening will not be needed.

(5) At the intersections are the new curbs to be built on a radius matching the existing 6'± curb radius? It is recommended that the existing curb radius 6'±, be retained except at the south west corner of Pacific and Third Streets where it is felt that the curb radius should be increased to 15'±.

In reviewing the above questions with the city manager other items were discussed and recommendations agreed upon which are listed below:

(1) It is recommended that a type G-1 inlet be installed at the SW corner of the First & Main Street intersection.

2
1
Jh copy

REFERRED TO
____Cole____ ____Reed____
____Eriksen____ ____Sample____
____Hager____ ____Watson____
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

(2) It is recommended that curb cuts be built in the curb radius for the cross walks at all intersections. A suggested curb cut layout is shown on the attached sketch. Building these curb cuts will increase substantially the concrete surfacing removal and concrete surfacing items on the project.

(3) It is recommended that it be outlined in the project special provisions that the contractor will be responsible for providing at all times during the life of the project a route of adaquate and quick access into and thru the work areas by emergency vehicles, fire trucks, police vehicles, ambulances, etc.

C. Anderson

C. Anderson
Resident Engineer

cc: Region 2

S K E T C H P L A N

Proposed Curb Cut @ Curb Radius
Main St & Third St (Tillamook)
No Scale

8051

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Main Street and Third Street (Tillamook)
Highway: Oregon Coast (FAR 2) & Wilson River (FAR 35)
County: Tillamook
Prefix: 29-1452

Res. Engr. Chet Anderson
Approx. Length 0.2± mile
Sta. 1st St. to Sta. 4th St.
Date March 21, 1974

Mean Truck A.D.T. 857
Traffic Coefficient 9.7
18 kip s. a. per day 241.3

Annual Precipitation 89"±
Frost Penetration - - - -
CBE Total Requirement 31.5"

(1)

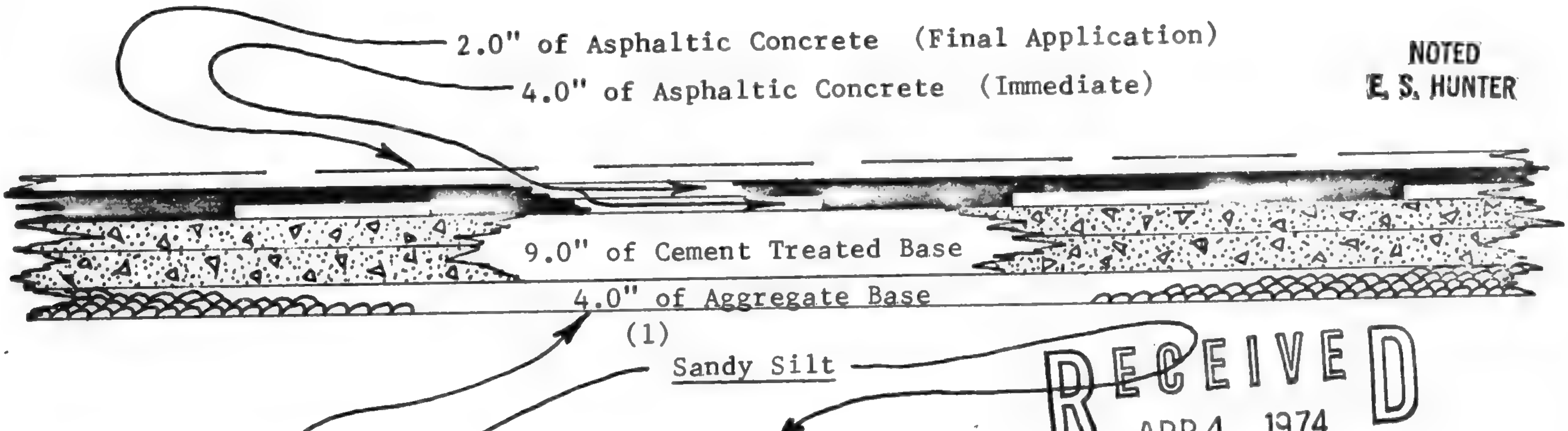
Typical Soil	
66	LL
5	PI
97	%P 10
81	%P 200
3	% Gravel
2	% C Sand
14	% F Sand
66	% Silt
15	% Clay
9	R Value
A-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
16.0	9.0	C.T.B.
4.0	4.0	A.B.
32.0	19.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
9.0" of Cement Treated Base
4.0" of Aggregate Base
(1)
Sandy Silt

See Remarks on Page 2.

NOTED
E. S. HUNTER

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by
Asst. State Highway Engineer

RECEIVED
MAR 21 1974
MATERIALS DIVISION
OFFICE

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Main Street and Third Street (Tillamook)

HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)

COUNTY: Tillamook

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	10.0"	---	5.0"	31.0"	19.0"
8.0 - 9.0	4.0"	8.0"	---	5.0"	27.5"	17.0"
7.0 - 8.0	4.0"	6.0"	---	5.0"	24.0"	15.0"
6.0 - 7.0	4.0"	---	---	13.0"	21.0"	17.0"
4.8 - 6.0	2.0"	---	---	13.0"	17.5"	15.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.4 and a C.B.E. Requirement of 27.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Main Street and Third Street (Tillamook)

HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)

COUNTY: Tillamook

12,000 Present ADT (1973)

5.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	320	1.75	560	440	450	198,000
3	140	1.75	245	193	1000	193,000
4	10	1.75	18	14	1250	17,500
5	150	1.75	263	207	3180	658,260
6	2	1.75	4	3	2570	7,710
				857	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,074,470

TWENTY YEAR EWL 21,489,400

TRAFFIC COEFFICIENT 9.7

SECTION: Main St. & Third St. (Tillamook)
HIGHWAY: Oregon Coast (FAR 2) & Wilson River (FAR 35)
COUNTY: Tillamook

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of Design. (See Remarks.)
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (± 0.2 mile) and stage construction is part of the design; A.C. is preferable for this type of work.

8051

29-1452

REGION 2 ENGINEER
RECEIVED
FILE: [illegible] 0 1974

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ PLE ☐ GEO ☐ TA ☐ FILE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
March 19, 1974

FROM: C. Anderson
Resident Engineer

TO: Frank Terpin
Final Design Engineer

SUBJECT: Omitted Utility Detail
First-Forth (Main Street) Unit
Main-Laurel (Third Street) Unit
City of Tillamook Section
Oregon Coast & Wilson River
Highway's

Attached is a sketch map showing the location of a Pacific N.W. Bell Telephone cable duct that was not put on the originally submitted hard copy map of the Main Street Unit. This duct is approx 24" below the existing grade and therefore will probably be within the limits of excavation on the subject project. Will you please have this utility detail placed on the hard copy map.

C. Anderson

C. Anderson
Resident Engineer

cc: Region 2 Utilities Liaison Engr, with sketch attached

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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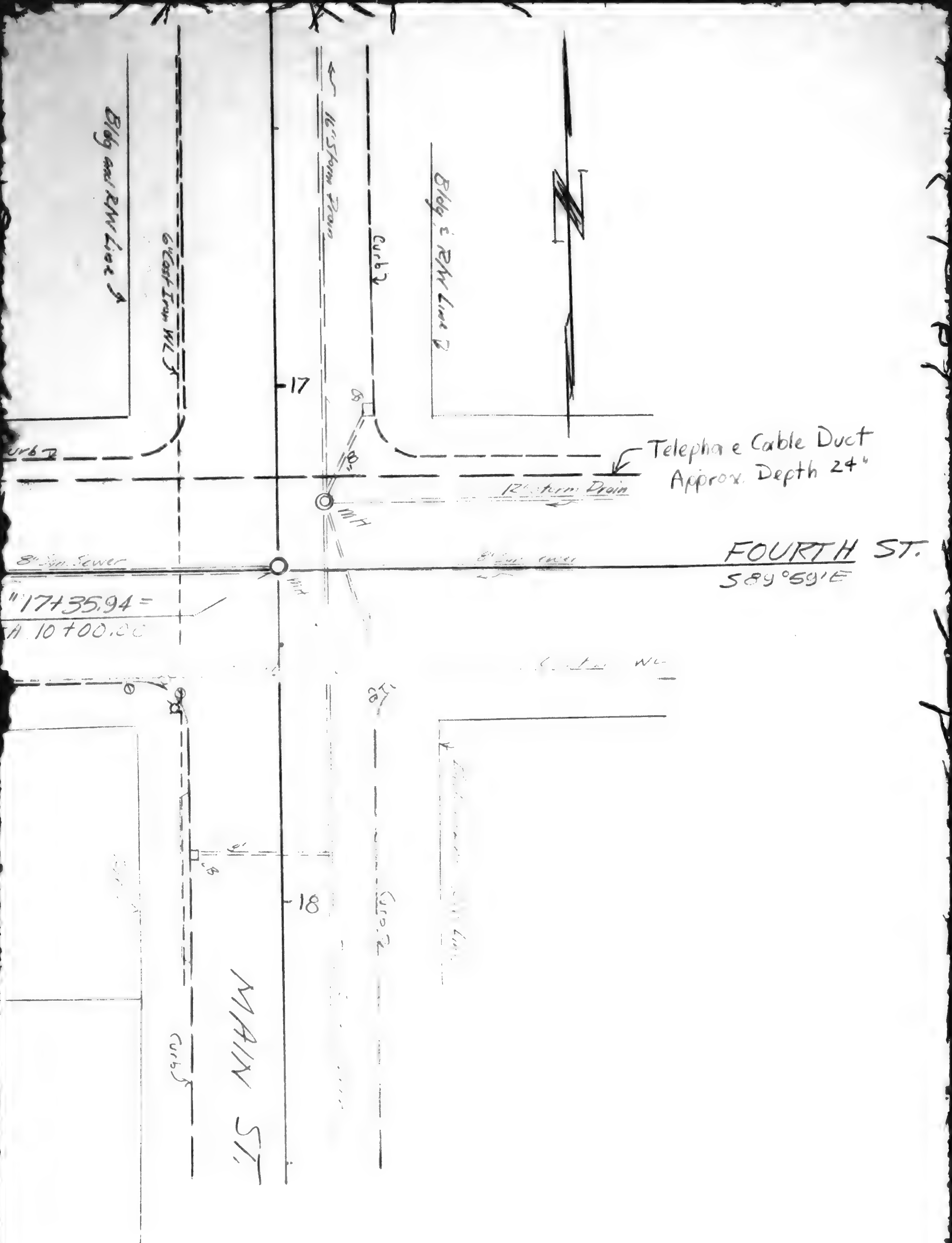
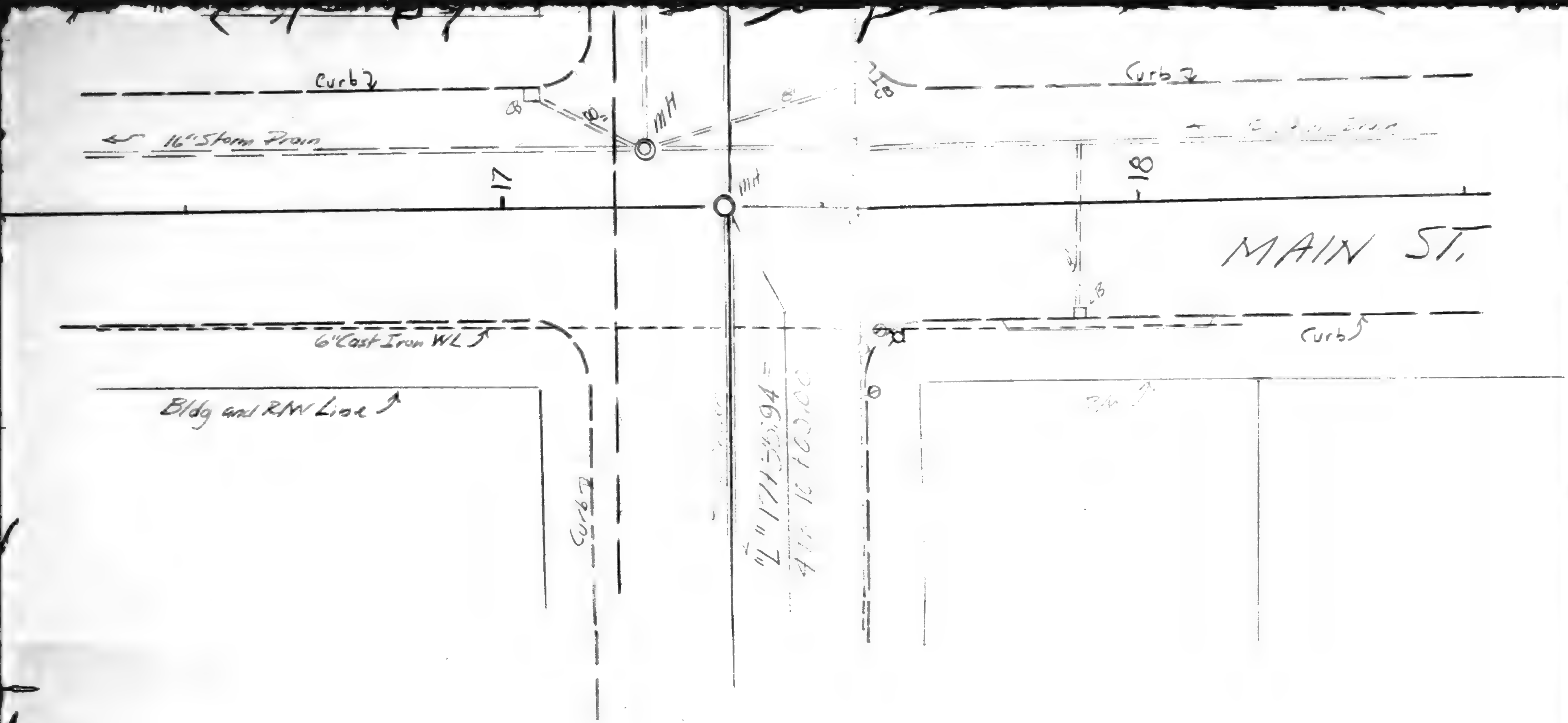
MAR 21 1974
ROAD DESIGN SECTION

Other

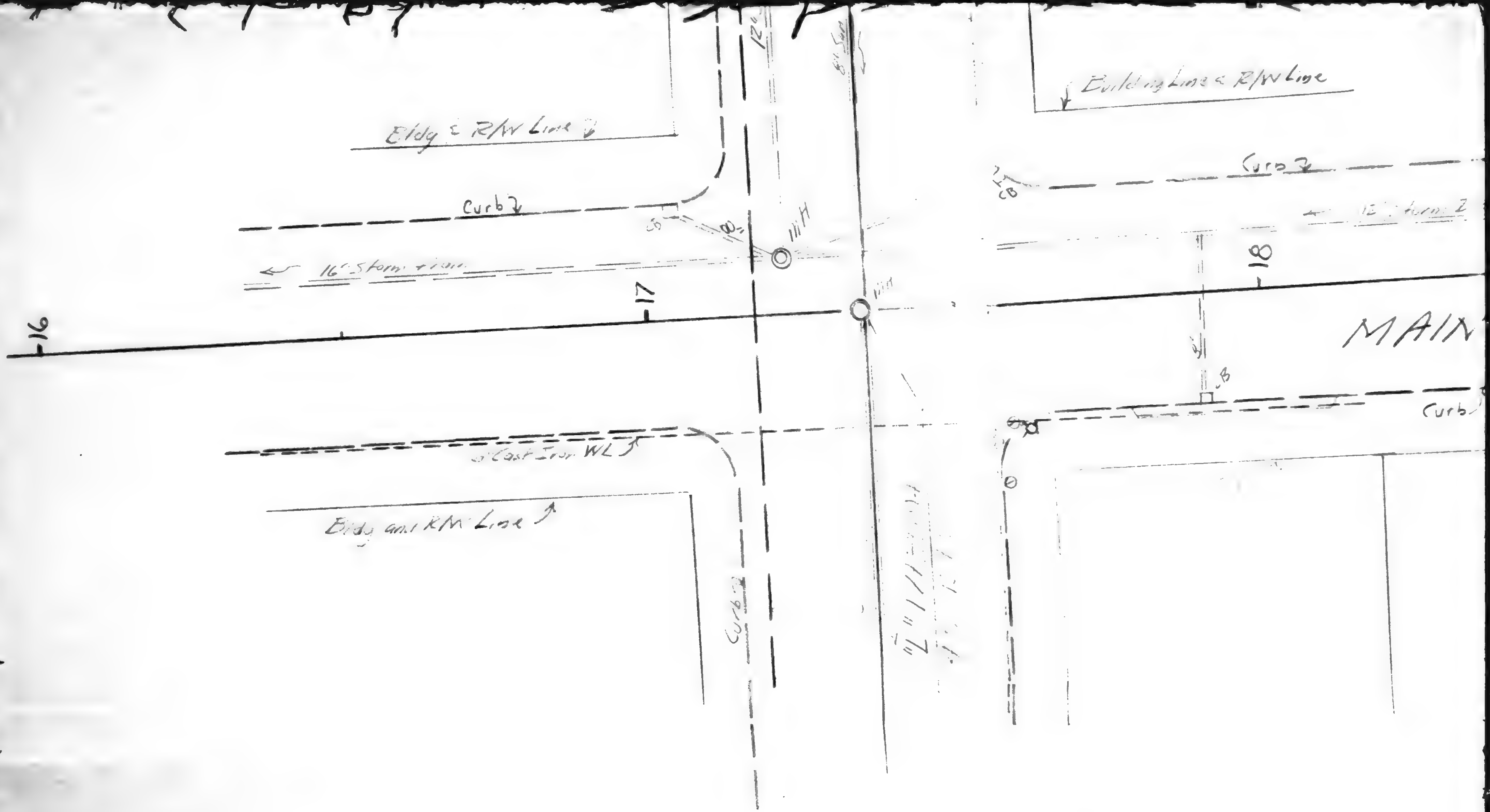
7 +

Copy to Watson


Bldg and R/W Line
6" Cast Iron WL
16" Storm Drain
Curb
Bldg & R/W Line
17
8
8"
Curb
Telephone Cable Duct
Approx. Depth 24"
12" Storm Drain
MH
8" San. Sewer
MH
8" San. Sewer
FOURTH ST.
S 89°59'E
"17+35.94 =
A. 10+00.00
WL
8"
18
Curb
Curb
MAIN ST.


Curb
Curb
16" Storm Drain
Storm Drain
CB
CB
8"
8"
MH
MH
17
18
MAIN ST.
CB
Curb
6" Cast Iron WL
Bldg and R/W Line
Curb
"L" 17+38.94 =
4th 16+03.00
R/W

SKETCH MAP
Pac. N.W. Bell Tele Cable Duct
First-Fourth (Main St.) Unit
City of Tillamook Section
Oregon Coast Highway
Date March 1974 Scale 1" = 20'


Bldg & R/W Line
Building Line & R/W Line
Curb
Curb
12"
8" San
8"
11" H
16" Storm + Iron
16" Storm
16
17
18
MAIN
.B
Curb
6" Cast Iron WL
Bldg and R/W Line
Curb

SKETCH MAP
Pac. N.W. Bell Tel. Cable Duct
First-Fourth ([illegible] St.) Unit
City of Tillamook Section
Oregon Coast Highway
Scale 1" = 20'
Date March 1974

8051

27-1452

REGION 2 ENGINEER
RECEIVED
FEB 28 1974
☒ RE ☐ RCE ☒ RME ☐ RTS ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Salem, Oregon
February 26, 1974

Gerald W. Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

Victor Wolfe
LOCATION ENGINEER

First-Fourth (Main Street) Unit
Main-Laurel (Third Street) Unit
City of Tillamook Section
Oregon Coast & Wilson River Hwys

By December 18, 1973, letter the survey data for the subject section was submitted to you. At that time a cooperative project was proposed.

We have not heard what action you took.

This project does not require additional right-of-way. It is highly desired by the City of Tillamook.

District 1 has not included this project for bond funds. This is because they understood that cooperative arrangements have been tentatively agreed to with the City and that the City has set aside their share of the fundings. The survey has been completed. It could go to contract this year. This is recommended.

Attached is City Manager, H. S. Paulson's January 22, 1974, letter reviewing the proposed temporary signing and detour plan. That plan has been modified to reflect his thoughts. See the attached January 25, 1974, letter from Resident Engineer, Chet Anderson and the notes attached thereto. The original of the plan is attached hereto.

Your early pursuing of this project is urged.

GWW/elk
Attachs.
cc: H. S. Cox
E. L. Everton
Chet Anderson

Copy of Attachments to Watson 3-27-74

NOTED
L. K. WATSON

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
January 25, 1974

FILE:

FROM: C. Anderson
Resident Engineer

TO: Rick Kuehn
Region 2 Traffic Engineer

SUBJECT: Review of Temporary Signing and Detour Plan
1st to 4th, Main St and Main to Laurel, Third St(Tillamook)
Oregon Coast and Wilson River Highways
Tillamook County

The revised temporary signing and detour plan for the subject project was given to Hans Paulson, Tillamook City Manager, for review by city officials as requested. Returned herewith are the revised plans and a copy of Mr Paulsons letter indicating the cities response to the revised plan.

C. Anderson
C. Anderson
Resident Engineer

REGION 2 ENGINEER
RECEIVED
2 1974

TRANSMITTAL SLIP

DATE

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL
CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES
MATERIALS
OFFICE ENGINEERING
PARKS
PERMITS & WEIGH.
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN
SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: Rick Kuehn

FROM: GERALD WIMER

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL
☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS
Rick — Can you live with 4th St detour? If so, revise drawing.
G Wimer

OSHD E 100 (REV. 2-73) SP*79019-734

TRANSMITTAL SLIP

DATE 2/12

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL
CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES
MATERIALS
OFFICE ENGINEERING
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN
SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION: Jerry

FROM: Rick

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL
☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Yes & I've already done so.

OSHD E 100 (REV. 2-73) SP*79019-734

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JAMES D. NELSON
CLARE D. BIGELOW
OLIVER QUEATHEM
EDWARD SCHELLING, JR.
RICHARD N. LARSEN
NORMAN F. LEHMAN

TILLAMOOK CITY
TILLAMOOK, OREGON 97141

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. MCMINIMEE

CITY MANAGER
H. S. PAULSON

January 22, 1974

Mr. Chet Anderson, Resident Engineer
Oregon State Highway Division
308 Evergreen Drive
Tillamook, Oregon 97141

Dear Mr. Anderson:

The Tillamook City Council looked at the proposed revisions to the temporary signing and detour of the Oregon Coast Highway Front Street-Fourth Street section. Everything appears satisfactory except the routing of eastbound Oregon 6 traffic over Fifth Street rather than Fourth Street between Pacific and Nestucca Avenues. Fifth Street is too narrow in this area and the condition of the street is not good. We believe the Fourth Street detour would be more satisfactory.

Very truly yours,

H. S. Paulson

H. S. Paulson,
City Manager

HSP/e

805

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[illegible] 1972

FOR FILING

29-13 8

OREGON STATE
HIGHWAY DIVISION

E. Salem Highway Building, 2960 E. State St., Salem, Ore. 97310

January 8, 1973

Delta Equipment, Inc.
2210 Hadley Road
P. O. Box 148
Tillamook, Oregon 97141

Attention: R. Dentel

Re: Flooding Problem
North Edge of the City of Tillamook
Oregon Coast Highway
Tillamook County

Gentlemen:

The problem which you brought to our attention in your December 27, 1972 letter is of much concern to us. We have been studying this problem as you know for many years, and attempting to get a project to relieve it. We realize that the continuing buildup of businesses adjacent to this section of highway and the further filling of the marshland behind the businesses is removing areas through which evaporation and absorption could continue. We notice, as you do, that the water stands for longer periods of time and is doing damage to our highway. Hopefully funds for this project will be forthcoming in the near future.

Thank you for bringing this problem to our attention.

Very truly yours,

J B Boyd

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
E. S. Hunter
Eldon Everton

RECEIVED
JAN 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-051

RECEIVED
AUG 21 1972
FOR FILING

MEMO TO THE FILES
August 18, 1972

RE: Cooperative Construction-Finance Agreement
Main and Pacific Avenues
Oregon Coast Highway #9 (US 101)
City of Tillamook

The matter of reconstructing approximately five blocks of the one-way couplet in Tillamook has been one of long standing concern to both City and State.

On July 17, 1972, a meeting was held in Tillamook to discuss what could be done on an interim basis as well as a possible future project to eliminate drainage problems and related matters on this section of highway.

On July 21, a letter was sent to City expressing our position and method of financing on this project and on August 9 the City replied they were agreeable to undertake such work on a 75% State and 25% City cost ratio, subject to funding, agreements, approvals, etc.

The estimate of an ultimate project for complete reconstruction is upwards to approximately $200,000 with some interim work to be done by Maintenance forces.

The proposed project is being reviewed by the Design Section and this office will await the study report prior to negotiating any agreements on this matter.

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
cc: Tom Edwards
F. B. Klaboe
L. P. Shaw, w/attachments
R. L. Schroeder
L. H. Young
J. B. Boyd
E. L. Everton

RECEIVED
AUG 18 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

(15)

29-14

Tillamook

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

SUBJECT: Drainage Problem
City of Tillamook

To: Tom Edwards
STATE HIGHWAY ENGINEER

We have taken gutter profiles, curb profiles, and cross-sections as you requested in your letter of July 18 to Mr. Jack Madison, President, Tillamook County Chamber of Commerce. I had previously instructed our maintenance personnel to chip out any locations where the flow of water was impeded by asphalt. This they have done. As you will note by the profiles we have a serious problem insofar as gutter drainage is concerned. Combined with the flat grades, indicates the reasons for the concern of the citizens of Tillamook.

I still believe the only solution to this problem is a rebuilding of the center of town as indicated in my letter of July 19. I have shown a temporary repair section which may be in order in the block from First Street to Second Street where we have such extensive distortion. This old problem in this block was caused by logging trucks in the 40's and 50's by parking with full tanks expanding and dissolving asphalt; the result in patching apparently caused from distortion along with some obvious settlements in sidewalks, probably as a result of poor foundation conditions.

I am asking Mr. Eldon Everton, by a copy of this letter, to accomplish any necessary repairs as indicated in my repair section prior to winter but to do a minimum of work. Hopefully some relief in the way of a major repair will be programmed shortly.

JB Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Si Cox ✓
Eldon Everton

RECEIVED
COUNTY & CITY [illegible]
✓ ✓

13

Tillamook

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN SANDER
JAMES C. NELSON
CLARE D. BIGELOW
OLIVER QUEATHEM
EDWARD SCHELLING, JR.
BERNARD F. STACY

TILLAMOOK CITY

TILLAMOOK, OREGON 97141

FEB. 28, 1891

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

August 9, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The Tillamook City Council agreed to the proposed Cooperative Construction-Finance of a 75% State and 25% City for the reconstruction of approximately five blocks of Main Avenue and Third Street, tentative, of course, to their acceptance to the provisions of the necessary agreements.

Very truly yours,

H S Paulson
H. S. Paulson
City Manager

HSP:es

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COUNTY & CITY SECTION
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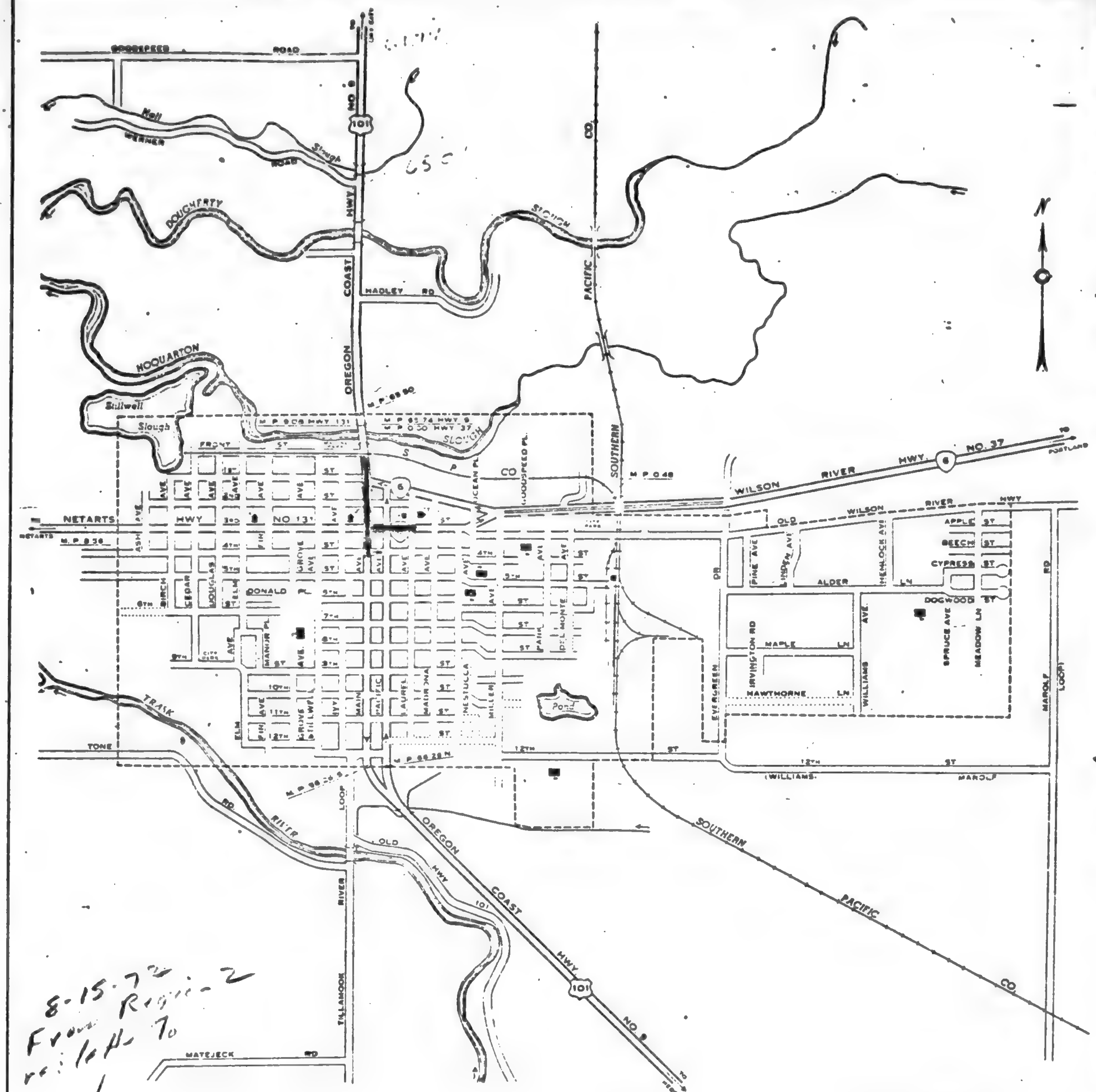
☑ ENGR. ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Tillamook

(18)


GOODSPEED ROAD
Hall Slough
WERNER ROAD
DOUGHERTY SLOUGH
HOQUARTON SLOUGH
Stillwell Slough
OREGON COAST HWY NO. 9
101
HADLEY RD
SOUTHERN PACIFIC CO
M.P. 90.8 HWY 131
M.P. 65.74 HWY 9
M.P. 0.00 HWY 37
FRONT ST
WILSON RIVER HWY NO. 37
6
TO PORTLAND
M.P. 0.48
OLD WILSON RIVER HWY
NETARTS HWY NO. 131
TO NETARTS
M.P. 8.36
ASH AVE
BIRCH
CEDAR
DOUGLAS
ELM
FIR AVE
GROVE AVE
DONALD PL
MADRONA
MAIN AVE
PACIFIC AVE
LAUREL AVE
STILLWELL
NESTUCCA
MILLER AVE
OCEAN PL
GOODSPEED PL
DEL MONTE
PARK
Pond
APPLE ST
BEECH ST
CYPRESS ST
ALDER LN
DOGWOOD ST
MAPLE LN
HAWTHORNE LN
EVERGREEN
IRVINGTON RD
FIRE AVE
LINDEN AVE
HEMLOCK AVE
WILLIAMS
SPRUCE AVE
MEADOW LN
MAROLF LOOP
12TH ST
(WILLIAMS)
MAROLF
TONE
TRASK RIVER RD
TILLAMOOK RIVER LOOP
M.P. 66.28 N
OREGON COAST HWY NO. 9
101
OLD HWY 101
MATEJECK RD
TO NEHALEM
N

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. P. Depot
- Public Bldg.
  - City Hall
  - Court House
  - Armory
  - Library
- Street open for travel
- Street dedicated but not open.
- City Limits

TILLAMOOK

TILLAMOOK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,244

Scale in Feet

July 1961

8-15-72
From Region 2
[illegible] to

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ RPE ☐

GEIWAY Oregon Coast – Wilson River

Tillamook (15)

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST $		TOTAL COST $
	Temp. Prot. & Direction of Traffic							6,000
	Exc.	Cu. Yd.	3,100	400	3,500	2	75	[illegible]
	Lime - Treated Subgrade	Sq. Yd.	6,200	300	6,500	0	50	3,2[illegible]
	Lime	Ton	70	5	75	35	00	[illegible]
	Asph. Conc.	"	4,400	600	5,000	17	50	[illegible]
	Adjust Manholes	Each	7	1	8	125	00	1,[illegible]
	" Inlets	"	12	2	14	75	00	1,0[illegible]
	" Driveways	"	30	—	30	75	00	2,[illegible]
	Extra for Street Connections	"	12	—	13	125	00	1,625
								114,925
								46,0[illegible]
	Engineering & Contingencies (40%)							[illegible]
	TOTAL							
	Include removal & replacement of existing curbs							13,000
								174,000

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
☐ ENGR. ☑ COOR. ☐ JE ☐ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Tillamooks

15

Tillamook
Main Ave (Front St. to 4th St) Section &
3rd St. (Main Ave. to Laurel Ave) Section

Old Base Design

16½" Coarse Base
1½" 3/4-0
3½" A.C.

Tillamook - Donaldson Creek

18" Base = 9" A.C.
3½" A.C.
12½"

Tillamook - Pleasant Valley

Coarse Base 10"
3/4-0 2"
A.C. 5"

6
5
11" A.C.

Exist. crown 7" (0.58333) in 18' = 0.324'/ft.
Orig. design. 12' @ 0.018, 4½ @ 0.04, 1½ @ 0.08 =
Type "A" Curb 0.216 0.18 0.12 = 0.516 = 0.52

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
☑ ENGR. ☐ COOR. ☐ ☐ AE ☐ UE
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

Coast Hwy.

RR - 1st St. (65.38) 48' pav't., base 64'

1st - 3rd (65.74) 36' Curb curb

Exc. 1.5 × 55,800 / 27 = 3,100 cu. yds.

12th ~~St. 24' Curb curb 66.24~~

1126'

+ intersects 24'

1150'

FRONT ST. - 1st ST. Taper 48' to 36' =

300' × 42 = 12,600 sq. ft.

1st - 4th 850' × 36 = 30,600 sq. ft.

Main - Laurel 350' × 36' 12,600 sq. ft.

× 40" 55,800 sq. ft.

6,000

TPDT

A C 55,800 × 12.5 × 0.00631 = 4,400 tons

Street conn. + Dwys. 30

Lime - Treated Subgr. 6,200 Sq. yds.

Lime 70 tons

Adj. MH 7

Adj. Inlets 12

Remove Curbs 2,300 L.F.

Type "C" Curbs 71 C.Y.

RECEIVED
COUNTY & CITY SECTION
AUG 15 1972
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ CE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Tillamook
GC

July 21, 1972

City of Tillamook
City Hall
Tillamook, Oregon 97141

Attn: Mr. H. S. Paulson
City Manager

Re: Coop. Construction-Finance
Oregon Coast Hwy. (US 101)

Gentlemen:

Regarding the discussion at the City Council meeting of Monday, July 17, pertaining to reconstruction of the Oregon Coast Highway within the City of Tillamook, I will attempt to convey State's position on this matter.

The State has a program regarding projects of this nature called "cooperative construction-finance," with a normal policy of costs being divided on the basis of 75% State and 25% City.

There are currently some 10 to 12 of these projects pending and if this were undertaken, the project would have to take its place on a priority listing.

The estimate of cost is approximately $160,000-$200,000 for approximately five blocks of Main and Pacific Avenues, to alleviate a high crown, low curb exposure situation causing concern to adjacent properties, and truck traffic on this section of the Oregon Coast Highway.

The City would have to agree to participate on the basis of 25%, or a cost of approximately $40,000-$50,000, with a possible clause on withholding this amount of funding from gas tax revenues due to lack of local available funding.

The foregoing would be subject to agreements, approvals of Highway Administration, Highway Commission, available monies, etc.

If the City agrees to an arrangement of this nature, please indicate your interest and willingness by return letter and we will pursue the matter through proper channels for approvals.

☑ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ U
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Region 2 personnel will contact you in the near future to alleviate the concern and matter in need of immediate attention.

If questions arise on this or other matters of mutual concern to City and State, please do not hesitate to contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

DNH:ljt

cc: J. B. Boyd
E. L. Everton

bc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. H. Young

15

29-14

Tillamook
G.C.

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: Tillamook City Streets
Oregon Coast Highway - #9
Wilson River Highway # 37

To: Tom Edwards
STATE HIGHWAY ENGINEER

On July 17 Mr. Don Harwell, Mr. Chet Anderson, and myself met with the City Council of Tillamook and other interested parties regarding the problems on the center streets of Tillamook. The problem of no curb exposure and weak section was reported to the Maintenance Office on January 28, 1972. A copy of this letter is attached. There is continuing agitation from the businessmen and the city government of Tillamook to improve the street maintenance in a three block area of downtown Tillamook.

We explained to the City Council and to those present the need for an overall solution to the problem by way of a City-State Cooperative project which is estimated to cost $160,000, 25% of which would be $40,000. This is, of course, a large figure to the city and the method of financing was explained by Mr. Don Harwell. We will proceed with some minor work to correct the immediate problem as no possibility of contracting exists for a year or two. Mr. Harwell believes that there are 10 or 12 cities applying for these cooperative projects but hopefully something could be done for the City of Tillamook during the next two years or so.

Attached is a rough draft reply to Mr. K. S. Ovregaard, Trustee for Tillamook Lodge No. 94.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: R. N. Bothman
Si Cox ✓
Eldon Everton
Chet Anderson

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☐ ENGR. ☑ COOR. ☐ ☐ AE ☐ UE
☐ UPE ☑ CE ☐ ☐ RPE ☐

Rough Draft Reply

July 19, 1972

Mr. K. S. Ovregaard, Trustee
Tillamook Lodge No. 94, I.O.O.F.
2003 Second Street
Tillamook, Oregon 97141

Dear Mr. Ovregaard:

It is my understanding that you were present at the City Council meeting at which time the problems of drainage on Main Street were discussed. Also, our Regional Engineer, Mr. J. B. Boyd, talked with you after the meeting regarding this problem.

Hopefully an arrangement can be worked out for corrective action through the City of Tillamook in the next two years. Mr. Boyd has arranged for minor corrective action to be taken to provide adequate drainage for the interim period.

Thank you for bringing this matter to our attention and for your interest in this problem.

RECEIVED
SEP 20 1972
8051
FOR FILING

29-14

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

SUBJECT: Drainage Problem
City of Tillamook

To: Tom Edwards
STATE HIGHWAY ENGINEER

We have taken gutter profiles, curb profiles, and cross-sections as you requested in your letter of July 18 to Mr. Jack Madison, President, Tillamook County Chamber of Commerce. I had previously instructed our maintenance personnel to chip out any locations where the flow of water was impeded by asphalt. This they have done. As you will note by the profiles we have a serious problem insofar as gutter drainage is concerned. Combined with the flat grades, indicates the reasons for the concern of the citizens of Tillamook.

I still believe the only solution to this problem is a rebuilding of the center of town as indicated in my letter of July 19. I have shown a temporary repair section which may be in order in the block from First Street to Second Street where we have such extensive distortion. This old problem in this block was caused by logging trucks in the 40's and 50's by parking with full tanks expanding and dissolving asphalt; the result in patching apparently caused from distortion along with some obvious settlements in sidewalks, probably as a result of poor foundation conditions.

I am asking Mr. Eldon Everton, by a copy of this letter, to accomplish any necessary repairs as indicated in my repair section prior to winter but to do a minimum of work. Hopefully some relief in the way of a major repair will be programmed shortly.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Si Cox
Eldon Everton

8051

RECEIVED
JUL [illegible] 1972

FOR FILING

July 25, 1972

Mr. K. S. Ovregaard, Trustee
Tillamook Lodge No. 94, I.O.O.F.
2003 Second Street
Tillamook, Oregon 97141

Dear Mr. Ovregaard:

It is my understanding that you were present at the City Council meeting at which time the problems of drainage on Main Street were discussed. Also, our Regional Engineer Mr. J. B. Boyd, talked with you after the meeting regarding this problem.

Mr. Boyd has arranged for minor corrective action to be taken to provide adequate drainage.

Thank you for bringing this matter to our attention and for your interest in this problem.

Sincerely,

George M. Baldwin
Administrator of Highways

JBB:jc

cc: Tom Edwards
F. B. Klaboe
Lloyd Shaw
R. N. Bothman
J. B. Boyd

29-14

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: Tillamook City Streets
Oregon Coast Highway
Wilson River Highway

To: Tom Edwards
STATE HIGHWAY ENGINEER

On July 17 Mr. Don Harwell, Mr. Chet Anderson, and myself met with the City Council of Tillamook and other interested parties regarding the problems on the center streets of Tillamook. The problem of no curb exposure and weak section was reported to the Maintenance Office on January 28, 1972. A copy of this letter is attached. There is continuing agitation from the businessmen and the city government of Tillamook to improve the street maintenance in a three block area of downtown Tillamook.

We explained to the City Council and to those present the need for an overall solution to the problem by way of a City-State Cooperative project which is estimated to cost $160,000, 25% of which would be $40,000. This is, of course, a large figure to the city and the method of financing was explained by Mr. Don Harwell. We will proceed with some minor work to correct the immediate problem as no possibility of contracting exists for a year or two. Mr. Harwell believes that there are 10 or 12 cities applying for these cooperative projects but hopefully something could be done for the City of Tillamook during the next two years.

Attached is a rough draft reply to Mr. K. S. Ovregaard, Trustee for Tillamook Lodge No. 94.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attachs.

cc: R. N. Bothman
Si Cox
Eldon Everton
Chet Anderson

RECEIVED
JUL 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8051

RECEIVED
JUL 28 1972

FOR FILING

July 24, 1972

Mr. H. S. Paulson
City Manager
Tillamook City
Tillamook, Oregon 97141

Dear Mr. Paulson:

Thank you for informing us of the lack of gutters along Main Avenue in Tillamook.

This matter was referred to our engineering staff and I understand that action has been taken and contact has been made with your office.

If I can be of any further assistance, please feel free to contact me.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: Tom Edwards
F. B. Klaboe

GLR:kw

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN SANDER
JAMES C. NELSON
CLARE D. BIGELOW
OLIVER QUEATHEM
EDWARD SCHELLING, JR.
BERNARD F. STACY

TILLAMOOK CITY
TILLAMOOK, OREGON 97141

FEB. 28, 1891

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

June 30, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The last several years I have written the State Highway Department concerning the deteriorated condition of certain sections of the State Highway system within Tillamook City with the expectation that something constructive would be done. The most recent letter being January 19, 1972. In response to this letter an estimate for the reconstruction of three blocks on Main Avenue and two blocks on Third Street, including intersections, was to be made. I have heard nothing further about this proposal.

Recently your Department again resurfaced Main Avenue compounding the problems of the business establishments along the section which now does not have any gutters whatsoever to care for the large amount of rain which we receive here. Last week we had a shower, and water was upon the sidewalk and into some basements. There will be all sorts of problems if something isn't done to remedy the situation before our fall rains start.

Very truly yours,

H S Paulson

H. S. Paulson,
City Manager

HSP/e

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
Gary L. Ross

8051

RECEIVED
JUL 19 1972
FOR FILING

8

July 18, 1972

Mr. Jack Madison, President
Tillamook County Chamber of Commerce
2105 First Street
Tillamook, OR 97141

Dear Mr. Madison:

Thank you for your letter concerning the drainage situation in Tillamook. I will ask our people to make an investigation of this immediately.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
cc F. B. Klaboe
J. B. Boyd - Please note the attached. This matter seems to have sufficiently serious implications to indicate the necessity of taking some field data on Main Avenue in Tillamook for analysis. The data should include a couple of cross sections from building line to building line in each block and sufficient gutter grades to establish drainage patterns. Please secure this at an early date.

TILLAMOOK COUNTY CHAMBER of COMMERCE
2105 FIRST STREET -:- TILLAMOOK, OREGON 97141
PHONE 842-7525

July 17, 1972

Tom Edwards, Chief Hwy. Engr.
State Highway Building
Salem, Oregon 97310

Dear Tom:

The last time you were in Tillamook, I am sure you noticed the exceptionally high crown to the pavement of Highway 101 southbound on our Main Ave. This has been causing drainage problems in downtown Tillamook. This summer an additional surface was layed and we believe we will have a serious drainage problem this winter. There is practically no curb as the paving is at sidewalk level or above in some of the downtown area.

Our business people are concerned. I am sure the Highway Division can do something to eliminate the problem.

Thank you, Tom

Jack Madison

Jack Madison
President

JUL 18 1972

8051

RECEIVED
[illegible] 5 1972
FOR FILING

June 30, 1972

Mr. H. C. Elliott
Post Office Box 71
Tillamook, Oregon 97141

Dear Mr. Elliott:

Your June 22 letter in regard to low curb clearance on Main Street in Tillamook poses a problem which will require some inspection in the field.

I have asked Mr. J. B. Boyd, Regional Engineer, to contact you and make a recommendation of action to be taken.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: F. B. Klaboe
Lloyd P. Shaw
R. N. Bothman
J. B. Boyd - w/copy of the letter
Curbs are not ours. Perhaps you can advise Elliott of best remedy.

OA
NP

ELLIOTT - PORTMANN INSURANCE AGENCY

P. O. Box 71 — 2016 Second Street
Tillamook, Oregon 97141

TELEPHONE: 842 - 2801

OREGON AUTOMOBILE - NORTH PACIFIC INSURANCE COMPANIES

June 22, 1972.

Mr Geo M Baldwin , Administrator
Oregon State Highway Division
State Highway Building
Salem, Oregon.

Dear Mr Baldwin:

As a property owner of Main Street in Tillamook Oregon I am greatly concerned about the condition of the street as it now exists in the city block between First and Second Street here in Tillamook.

For years the Oregon State Highway Maintenance Department has continued to surface and resurface the street in this area,and in so doing the street surface hasbeen built up to a point where no curbs now exist and street drainage is greatly impared.

I own two buildings with 75 feet of frontage in thisarea and at present the street level has been brought up to one inch or less from the level of the existing sidewalk.

Due to this condition autos often unknowingly park on the sidewalk and in one instance a car parked on a metal basement door causing some damage. If this condition is allowed to continue it is possible that a serious accident could result and also there is inconvenience and possible damage from the lack of proper drainage.

It would be greatly appreciated if a survey could be made to determine a means to correct the situation.

Very truly yours,

H.C.Elliott

H.C.Elliott
P.O.Box 71
Tillamook, Oregon.

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HCE/p

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1972

SUBJECT: Tillamook City Streets

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

BUILDING

As directed by Mr. Edwards in a letter to Mr. Paulson on January 24, 1972, Region 2 recently met with City Manager H. S. Paulson of Tillamook. The discussion was on the condition of several blocks of Main Street (Oregon Coast Highway) and 3rd Street (Wilson River Highway), namely:

1. High crown
2. 2" or 3" curb exposure
3. Poor curb drainage
4. Pavement distortions

Maintenance forces premix and patch as often as necessary, but this keeps adding to the distortion and disappearance of curb.

Estimate of cost to reconstruct is $160,000 (see attached map).

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams
Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

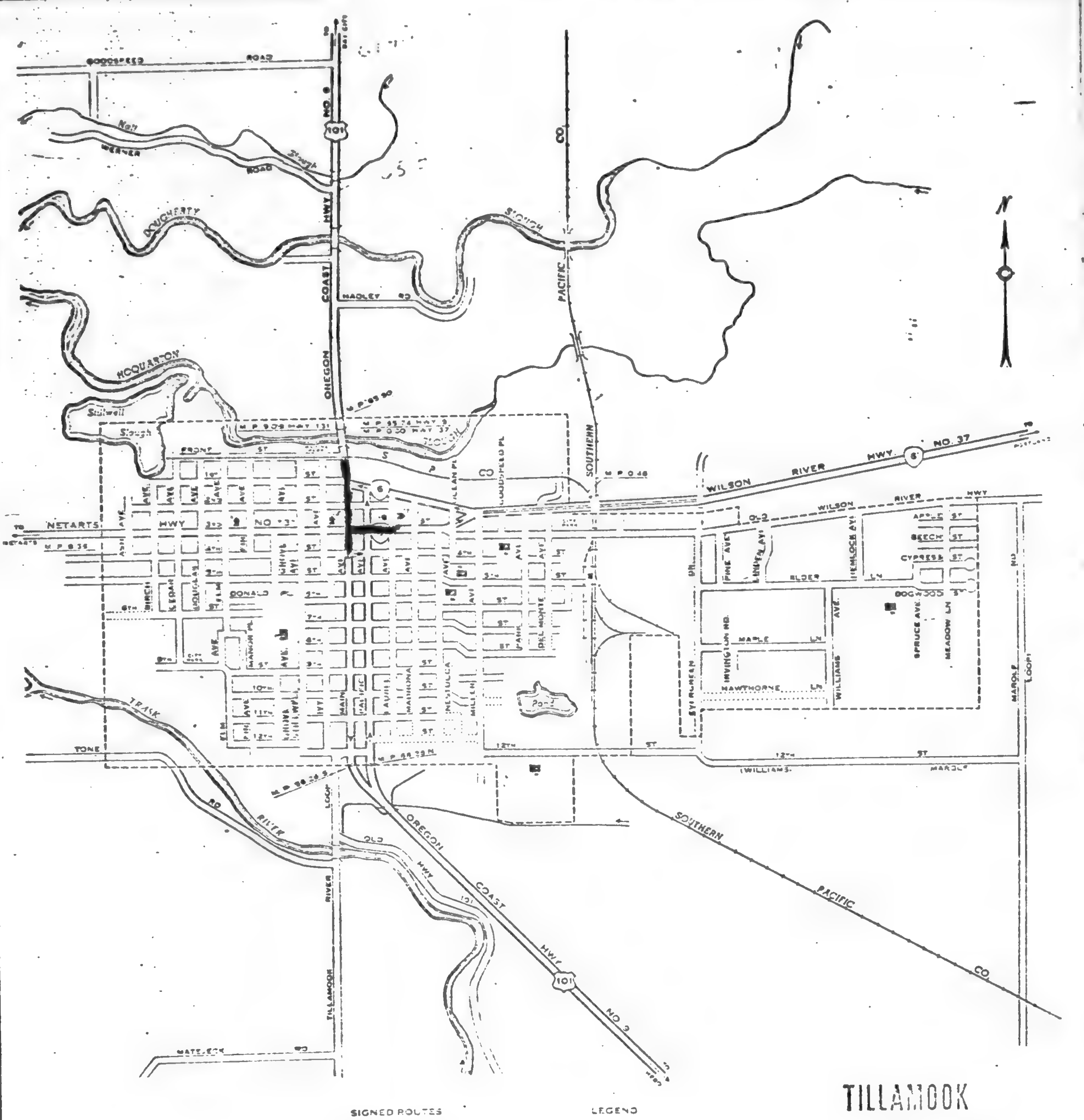
cc: J. B. Boyd

Edwards agreed.

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK
Discuss

Flooding between W River
& Tillamook – Raise
grade – check Railroad.
Get out of water – How?



GOODSPEED ROAD
OREGON COAST HWY NO. 9
101
Hall Slough
WERNER ROAD
DOUGHERTY SLOUGH
HADLEY RD
HOQUARTON SLOUGH
Stillwell Slough
SOUTHERN PACIFIC CO
WILSON RIVER HWY NO. 37
6
WILSON RIVER HWY
FRONT ST
NETARTS HWY NO. 131
DONALD
PINE AVE
LINDEN AVE
HEMLOCK AVE
APPLE ST
BEECH ST
CYPRESS ST
ELDER LN
DOGWOOD ST
MAPLE LN
HAWTHORNE LN
SPRUCE AVE
MEADOW LN
EVERGREEN
IRVINGTON RD
WILLIAMS AVE
MAROLF LOOP
12TH ST
TONE
TRASK RIVER RD
TILLAMOOK RIVER LOOP
OLD HWY
MAIN
PACIFIC
LAUREL
MADRONA
NESTUCCA
MILLER
DEL MONTE
GOODSPEED PL
McLEAN PL
Pond
WATT-ECK RD
WILLIAMS
MAROLF
N

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CH – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

TILLAMOOK

TILLAMOOK COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,244

Scale in Feet

July 1, 1961

8051

RECEIVED

FORM E-30 (REV. 10-69)

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1972

SUBJECT: Tillamook City Streets

To: Tom Edwards
STATE HIGHWAY ENGINEER

BUILDING

Region 2 recently met with City Manager H. S. Paulson of Tillamook. The discussion was on the condition of several blocks of Main Street (Oregon Coast Highway) and 3rd Street (Wilson River Highway), namely:

1. High crown
2. 2" or 3" curb exposure
3. Poor curb drainage
4. Pavement distortions

Maintenance forces premix and patch as often as necessary, but this keeps adding to the distortion and disappearance of curb.

Estimate of cost to reconstruct is $160,000 (see attached map).

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

cc: J. B. Boyd

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-18-72
Hunter

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Tillamook City Streets
Oregon Coast Highway
Wilson River Highway

Mr. Gerald Wimer at my request met with Tillamook City Manager H. S. Paulson. These streets which Mr. Paulson is bringing to our attention have been of considerable concern to me for some time. As Mr. Wimer and Mr. Paulson discussed, the main problems are the distortions, poor curb drainage, and the continuing buildup of the crown due to patching.

These streets were originally constructed with an inadequate base over deep loam soils. Continued patching has resulted in a high crown and an average 2-3 inch curb exposure with less than 1 inch at one location. We are continually premixing potholes each winter and each summer the poor materials are dug out and a thin patch added.

In this area of high rainfall, better drainage should be allowed than this main curb exposure. Also the premixing in the winter and loss of aggregate gives an unsightly appearance to the town.

We have made a shotgun estimate for the area considered which is colored in red on the attached map, and we estimate $160,000 to properly solve this problem. Possibly a State-City cooperative project might be offered the City, but if this cannot be done, we will continue our efforts in proper patching procedures and live with what we have. Please relate to Mr. Edwards our findings.

J. B. Boyd

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Eldon Everton

MAINTENANCE ENGINEER
RECEIVED
AME AG
ES AA FILE TA

X

SP*82075-724

8051

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JAN 2[illegible]

FOR FILING

January 24, 1972

Mr. H. S. Paulson
City Manager
Tillamook City
City Hall
Tillamook, OR 97141

Dear Mr. Paulson:

Thank you for your letter concerning the condition of Main Avenue and Third Street within the city limits of Tillamook. I am asking our Regional Engineer, Mr. J. B. Boyd, to call on you to discuss the matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
cc F. B. Klaboe
E. S. Hunter
J. B. Boyd - Please contact Mr. Paulsen and report.

MAYOR
HOWARD L. EDWARDS

COUNCILMEN
JOHN SANDER
JAMES C. NELSON
CLARE D. BIGELOW
OLIVER QUEATHEM
EDWARD SCHELLING, JR.
BERNARD F. STACY

TILLAMOOK CITY
TILLAMOOK, OREGON 97141

FEB 28 1891

CITY RECORDER
ESTHER WADE

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

January 19, 1972

Mr. Tom Edwards
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I would like to bring to your attention the condition of certain sections of the State Highway system within Tillamook City.

Main Avenue, including the intersection of First Street and Main Avenue, south for several blocks are in a very bad and deteriorated condition and becoming more so each year. There have been so many lifts and patches placed on this street that in a number of places there is no gutter and street drainage is considerably impaired. We receive continual complaints on this situation from the merchants, pedestrians and motorists. This winter it has been exceptionally bad.

Third Street, within the business district, is in nearly the same condition as Main Avenue mentioned above.

These two sections of your highway system within our City are desperately in need of a major reconditioning. We would be pleased to know of any plans for such an improvement.

Very truly yours,

H. S. Paulson
H. S. Paulson,
City Manager

RECEIVED
JAN [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HSP/e

8060 Canyonville-Glendale Jct. 1974
Sec. of Pacific Hwy.
(grade,pave,sign,structure) #2

.806. 75 STATE COPY 75

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE **Oregon**
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Douglas**
MODIFICATION NUMBER 1		PROJECT NUMBER ERFO-284(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 23, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 96,251	$ 125,808
Federal Funds	$ 96,251	$ 125,808
Other revisions		

This modification is made for the following reasons:

Increase in contract bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O Wright
for G. L. Green (Division Engineer)

Oregon State Highway Division
September 3, 1975

Federal-Aid Project
No. ERFO-284(3)

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 200.00
Total	$ 200.00

Type Code 6201
Temporary Repairs (M.P. 90.3 to 91.7 - M.P. 97.2)

Labor	$ 10,452.00
Equipment	16,026.00
Material	2,274.00
Total	$ 28,752.00

Permanent Restoration by State Forces (M.P. 97.2)
Approved State Force #1

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
	$ 10,856.00
Total Work by State Forces	$ 39,608.00

Type Code Y006
Permanent Restoration (M.P. 90.3 to M.P. 91.7 and M.P. 97.2)

*General Excavation	2,135 cu.yds.	4.00	$ 8,540.00
*Gravel Ditch Lining	4,403 cu.yds.	9.00	39,627.00
*Trench Excavation	160 cu.yds.	6.50	1,040.00
12-inch Culvert Pipe	10 lin.ft.	10.00	100.00
*18-inch Culvert Pipe	216 lin.ft.	12.75	2,754.00
36-inch Culvert Pipe	20 lin.ft.	30.00	600.00
*Extra for Pipe Under Pavement	127 lin.ft.	25.00	3,175.00
Concrete Inlets, Type G-2MA	4 only	450.00	1,800.00
Type 2 Fence	900 lin.ft.	2.00	1,800.00
16 Ft. Single Gate	1 only	300.00	300.00
Paved Culvert End Slopes	58 sq.ft.	5.00	290.00
Grouted Riprap	200 cu.yds.	50.00	10,000.00
*Reconstructing Concrete Inlets	23 only	300.00	6,900.00
	Subtotal		$ 76,926.00
	Engineering		9,074.00
	Total		$ 86,000.00

*Increase in quantities

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 200.00	$ 200.00
Temp. & Perm. Repair (S.F.)	39,608.00	39,608.00
Contract Repair	86,000.00	86,000.00
	$125,808.00	$125,808.00

P.E. Prefix	610-1440-07
S.F. Repair Prefix	610-4432-341-03
S.F. Repair Prefix	610-4432-341-04
S.F. Work Order #1	610-4732-144-04

Group 3 - 1%

Contract No. 8060

Contract Prefix: 610-1048

Cow Creek
Douglas County
Highway Job No. 96

Canyonville-Glendale Junction
Pacific Highway

Expires: 9-18-76

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

MATERIAL REMOVAL PERMIT NO. 1635-Revised

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

September 4, 1975
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1635

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.
2. There shall be no removal or filling in the permit area between October 15 and June 15.
3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.
4. At the project's completion the stream shall be placed in a single channel.
5. All potholes or removal pits shall be leveled at the end of the season's work.
6. A new channel may be constructed under these conditions:
    a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.
    b. The old channel shall be permanently blocked with impervious material protected by suitable bank protection.
    c. Spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
    d. The new channel shall be completely excavated before diverting the stream flow.
7. Waste materials and spoils shall be placed above the bankline.
8. No removal of existing woody vegetation shall occur.
9. Turbid waste waters from the project shall not be allowed to re-enter the waterway.
10. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes and willows.
11. Log groins shall be designed to not become dislodged.
12. Woody debris shall be removed from stream channel.
13. Removal shall be in accordance with plan submitted by Bill Mayhew with revised application to the Division of State Lands.
14. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 4, 1975

RECEIVED
JUL 28 1975
DIVISION OF STATE LANDS

Material Removal

For

Additional Material requested under Permit No. 1635 and Material Removal Permit Application submitted April 28, 1975.

Note: Bars 1, 2, 3, & 4 refer to Permit No. 1635 and Bar 5 is under the new application.

Sequence of Removal	First	Bar 1
	Second	Bar 2
	Third	Bar 5
	Fourth	Bar 4
	Fifth	Bar 3

Bar 1 - Remove material from the bar between the existing channel and a line through the bar between two points of land on the east bank, one being at the upstream end of the bar and one being at the downstream end. Slope the removal area so that the channel will remain against the west bank. Put a pipe in at the upstream end of Bar 1 so the haul can cross onto Bar 2.

Bar 2 - Remove material on the east side of the bar from the existing channel to approximately 100 ft. into the bar. Slope the removal area so that the channel will remain against the east bank. Put a pipe in at the upstream end of Bar 2 so the haul can cross over to the haul road.

Bar 5 - Divert the channel into the old stream bed with a plug and remove material from the bar to the west bank of the existing channel. Slope the removal area so that the channel will remain against the west bank. Pull the first plug and put the creek into the existing channel by putting a plug in the old stream bed. (This plug should be large enough to prevent its being washed out in high water.) Remove material on the east side of the bar maintaining the slope to the existing channel bottom. Haul can go down either side of the creek to Bar 4 but when going down the west bank a pipe will have to be installed at the upstream end of Bar 4 so the haul can cross over to Bar 4. Four other pipes will be required to get to the haul road. These are described later.

Bar 4 - Remove material between the existing channel and the log groines on the east bank, maintaining a slope to keep the channel in its present position upstream from the small bar on the west side. Remove material from the small bar on the west bank so that the existing channel will be moved about 60 ft. west at the center of this bar, sloping the removal area to keep the channel in this position. (This will straighten the channel through this area.) Maintain the channel next to the cottonwoods on the east bank at the upstream end of the east bar and next to the cottonwoods on the west bank at the downstream end of the west bar. Put a pipe in at the upstream end of the small bar on the west side so the haul can cross from the east bar to the small west bar. Put a pipe in at the downstream end of the small bar on the west side so the haul can cross back over to the east bank. Put a pipe in at the upstream end of Bar 3 so the haul can cross over to Bar 3.

Bar 3 - Remove material from the bar to the west bank maintaining a slope to keep the channel against the west bank. Put a pipe in at the lower end of Bar 3 so the haul can cross over to the haul road. Change the water to the new channel and plug the old one with a plug large enough to withstand seasonal high water. Remove the little material remaining on the east side of the bar maintaining a slope to keep the creek in its new channel.

In each area where the existing channel is to be slightly moved or just deepened a berm will have to be constructed to keep the equipment and operations separated from the flowing stream. These berms will be removed upon completion of channel work.

Each pipe will be removed as the operations beyond that pipe are completed.

PURCHASE ORDER

STATE OF OREGON

1859

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 354896

SHIP TO	J. H. Versteeg, Room 223, State Highway Building, Salem, OR 97310
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 7-30-75

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
	007-00			

CLASS.	FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
			734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	QUANTITY UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		x RENEWAL - Removal/Fill Permits OSHD No. 96 and 96-addition Canyonville-Glendale Junction Pacific Highway Douglas County			$100.00	610-1048-900P

I Certify the Above Items are within Current Budget Allowance

I Certify these Items are Authorized by the Dept. of General Services

ORDERED BY:	7-30-75	AUTHORIZED AGENT SIGNATURE	DATE 7-30-75
APPROVED	7-30-75	RECEIVED BY	DATE

FORM 81-734-1036

ORIGINATOR

Cow Creek
Douglas County
Highway Job No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 9-18-76

MATERIAL REMOVAL PERMIT NO. 1574-Renewal

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

Stanley F. Hamilton
for William S. Cox, Director

August 25, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1574

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.

4. The stream shall not be diverted from the natural bed but may be diverted within the bed.

5. Waste materials and spoils shall be placed above the bankline.

6. No removal of existing woody vegetation shall occur.

7. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

8. Clean, erosion resistant rock from an upland source shall be used as riprap in areas of streambank disturbance to prevent abnormal erosion of streambanks.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 25, 1975

14

80.60

45

STATE OF OREG
HIGHWAY DIVISION

INTERC CE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J. Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

61-125-1367

6
3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway .Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1621

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.mpany

P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Lake Oswego, Oregon G. O. Bonds due 4-1-76 3 1/8%	377/382	6	1,000.				$6,000.00
							$6,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1622

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.mpany

P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Multnomah County Oregon S. D. #3 Parkrose Bonds Due 6-15-76 6.50%	10/16	7	5,000				$35,000.00
							$35,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 8059 & 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1613

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Lane County S. D. #52 Bonds due 1-1-76 3.25%	216/220	5	1,000.				$5,000.00
							$5,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1612

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black & Co. Inc. dated August 6, 1975 Malheur County School Dist. #266 Bonds due 1-1-76 3.25%	146/151	6	500.00				$3,000.0
							$3,000.0

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 8059 and 8060.

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James Redden
State Treasurer

SPECIAL INSTRUCTIONS

8060 /3

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 7, 1975

State Treasurer
Rm. 103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please return $10,000.00 in Salem Urban Renewal bonds (Safekeeping Receipt 1504) and $10,000.00, in State of Oregon bonds (Safekeeping Receipt 1503) to the contractor J. C. Compton Co. These bonds, deposited in lieu of retainage on contracts 8059 and 8060, have matured and are not needed at this time to fulfill retainage requirements.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

STATE OF OREGON

INTEROFFICE MEMO ~~34 8-5-75~~

TO: **Reviewing agencies**

DATE: July 28, 1975

FROM: **DSL Environmental Management Unit**

SUBJECT: **RP 1635 and RP application No. 1999 - J. C. Compton Co.**

The attached information is submitted for revision and renewal of RP 1635, and for revision of Application No. 1999. Both are issued to J. C. Compton Co. for commercial removal on Cow Creek. Note that the bars are numbered differently than the original 1635 application.

Please respond by August 15, 1975.

cc: Dept. of Fish and Wildlife
Dept. of Environmental Quality
Water Resources Department
Soil & Water Conservation Commission
✓ Don Trout, Highway Division

RECEIVED
JUL 29 1975
ROAD DESIGN SECTION

Vers[illegible]
[illegible]
[illegible]
[illegible]
Swenson
R. Olson
1 Trout T

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Copy to Tison for comments

81-125-1387

RECEIVED
JUL 28 1975
DIVISION OF STATE LANDS

Material Removal

For

Additional Material requested under Permit No. 1635 and Material Removal Permit Application submitted April 28, 1975.

Note: Bars 1, 2, 3, & 4 refer to Permit No. 1635 and Bar 5 is under the new application.

Sequence of Removal		
	First	Bar 1
	Second	Bar 2
	Third	Bar 5
	Fourth	Bar 4
	Fifth	Bar 3

Bar 1 - Remove material from the bar between the existing channel and a line through the bar between two points of land on the east bank, one being at the upstream end of the bar and one being at the downstream end. Slope the removal area so that the channel will remain against the west bank. Put a pipe in at the upstream end of Bar 1 so the haul can cross onto Bar 2.

Bar 2 - Remove material on the east side of the bar from the existing channel to approximately 100 ft. into the bar. Slope the removal area so that the channel will remain against the east bank. Put a pipe in at the upstream end of Bar 2 so the haul can cross over to the haul road.

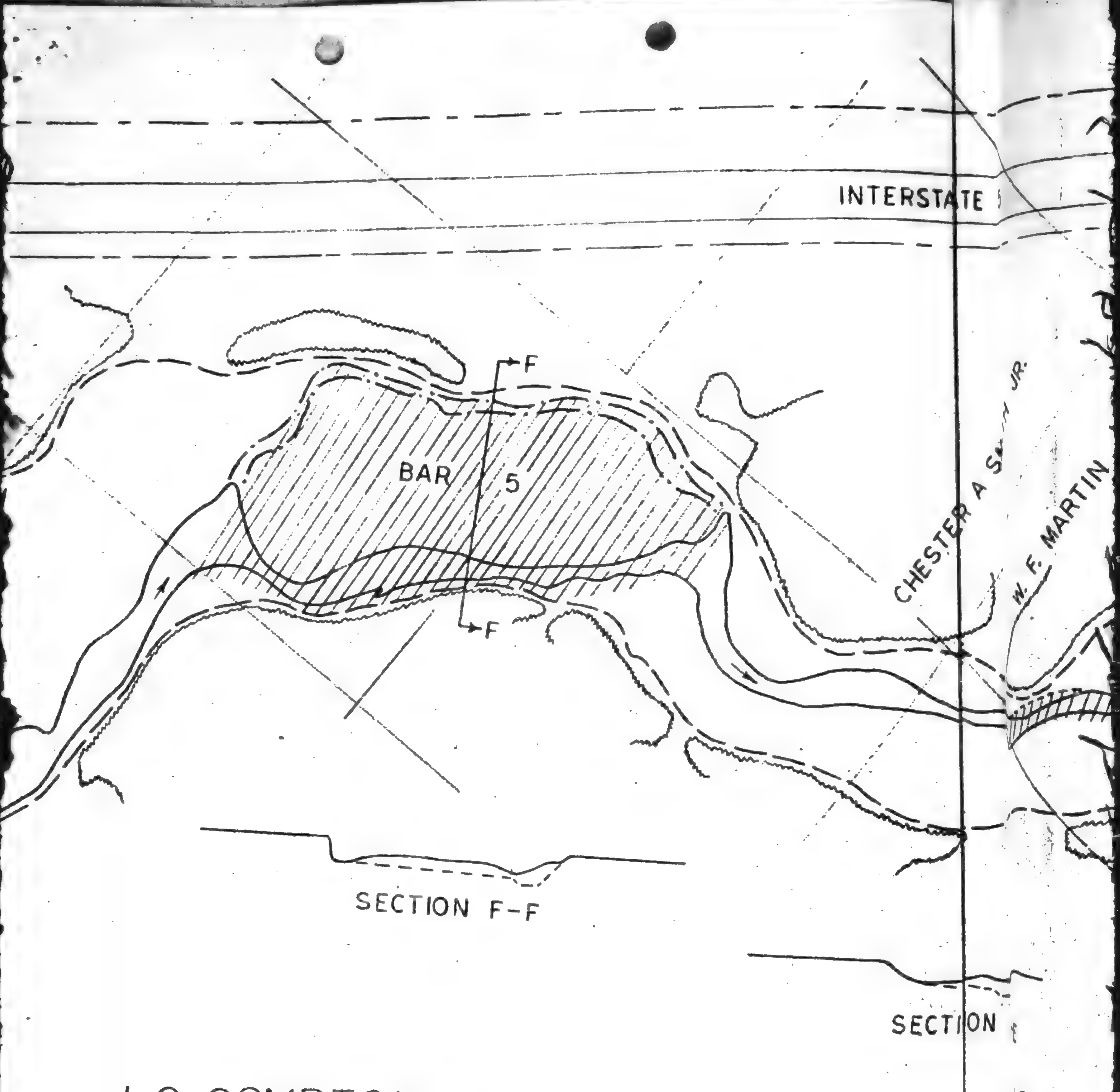
Bar 5 - Divert the channel into the old stream bed with a plug and remove material from the bar to the west bank of the existing channel. Slope the removal area so that the channel will remain against the west bank. Pull the first plug and put the creek into the existing channel by putting a plug in the old stream bed. (This plug should be large enough to prevent its being washed out in high water.) Remove material on the east side of the bar maintaining the slope to the existing channel bottom. Haul can go down either side of the creek to Bar 4 but when going down the west bank a pipe will have to be installed at the upstream end of Bar 4 so the haul can cross over to Bar 4. Four other pipes will be required to get to the haul road. These are described later.

Bar 4 - Remove material between the existing channel and the log groines on the east bank, maintaining a slope to keep the channel in its present position upstream from the small bar on the west side. Remove material from the small bar on the west bank so that the existing channel will be moved about 60 ft. west at the center of this bar, sloping the removal area to keep the channel in this position. (This will straighten the channel through this area.) Maintain the channel next to the cottonwoods on the east bank at the upstream end of the east bar and next to the cottonwoods on the west bank at the downstream end of the west bar. Put a pipe in at the upstream end of the small bar on the west side so the haul can cross from the east bar to the small west bar. Put a pipe in at the downstream end of the small bar on the west side so the haul can cross back over to the east bank. Put a pipe in at the upstream end of Bar 3 so the haul can cross over to Bar 3.

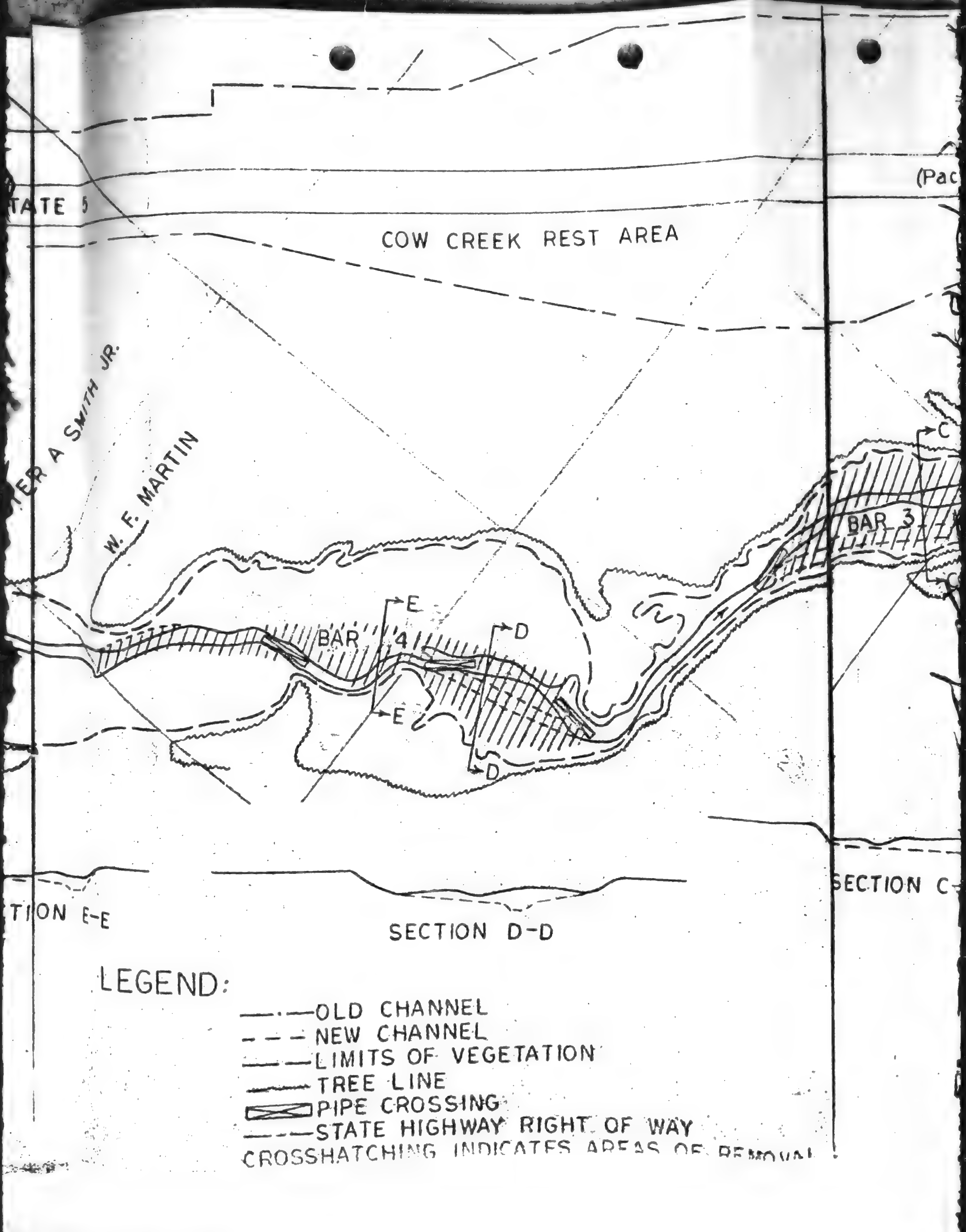
Bar 3 - Remove material from the bar to the west bank maintaining a slope to keep the channel against the west bank. Put a pipe in at the lower end of Bar 3 so the haul can cross over to the haul road. Change the water to the new channel and plug the old one with a plug large enough to withstand seasonal high water. Remove the little material remaining on the east side of the bar maintaining a slope to keep the creek in its new channel.

In each area where the existing channel is to be slightly moved or just deepened a berm will have to be constructed to keep the equipment and operations separated from the flowing stream. These berms will be removed upon completion of channel work.

Each pipe will be removed as the operations beyond that pipe are completed.


INTERSTATE
F
BAR 5
F
CHESTER A SMITH JR.
W. F. MARTIN
SECTION F-F
SECTION
EGEND

J C COMPTON CO
COW CREEK
MATERIAL SOURCE
T. 32 S., R. 6 W., W.M.
SCALE 1 in.= 380 ft.


TATE 5
(Pac
COW CREEK REST AREA
ER A SMITH JR.
W. F. MARTIN
C
BAR 3
C
E
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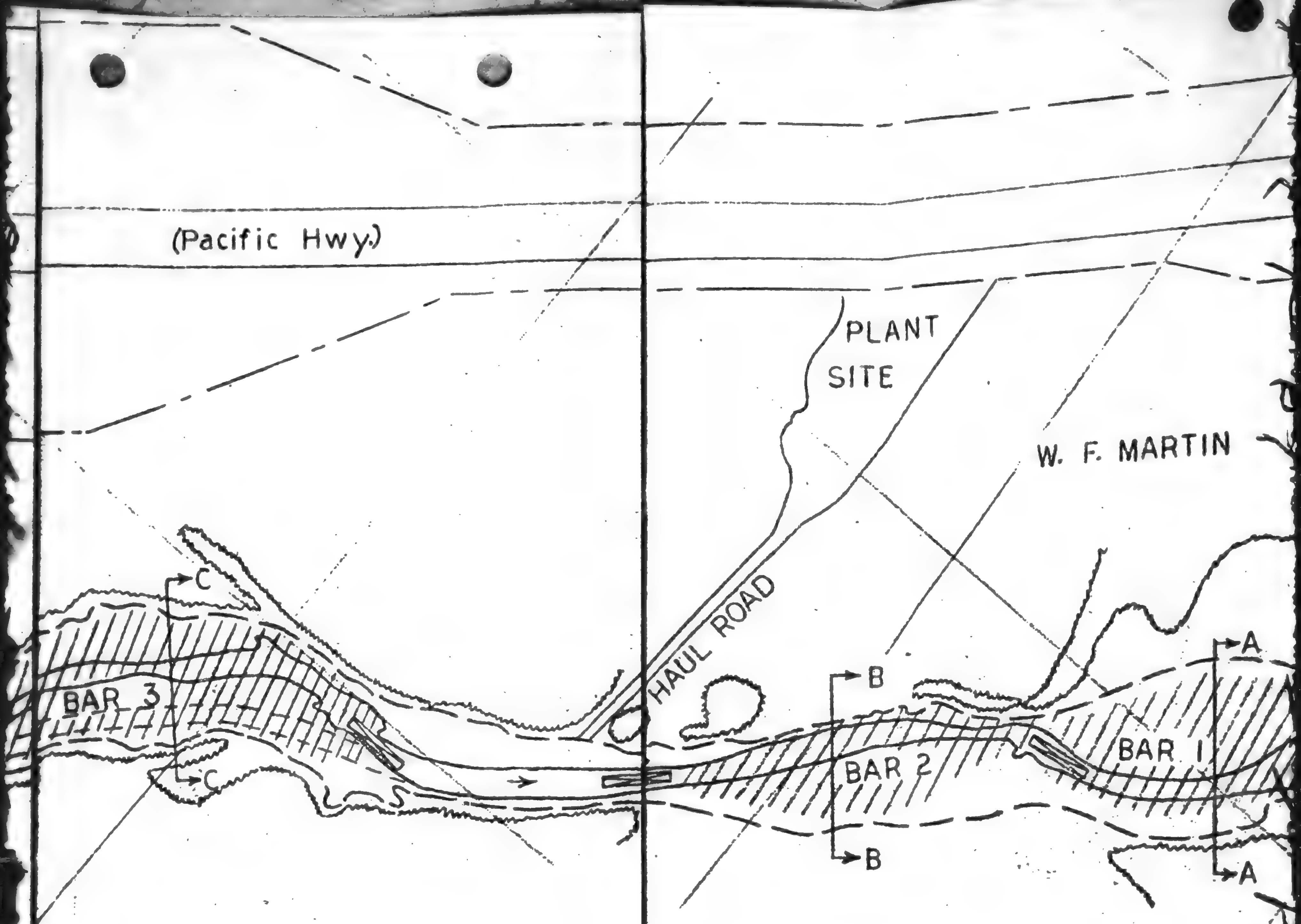
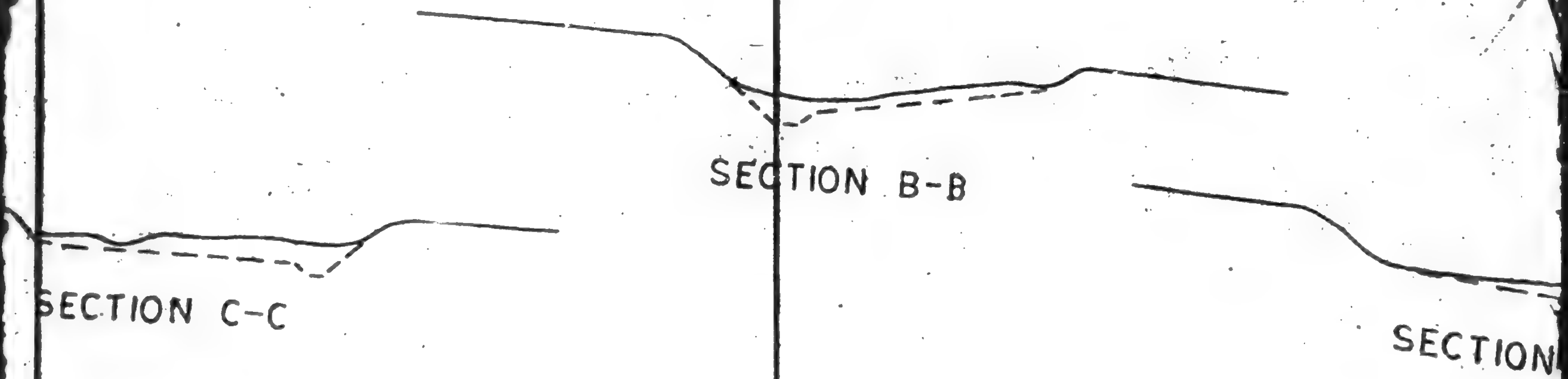
BAR 4
E
D
SECTION C-
TION E-E
SECTION D-D
LEGEND:
OLD CHANNEL
NEW CHANNEL
LIMITS OF VEGETATION
TREE LINE
PIPE CROSSING
STATE HIGHWAY RIGHT OF WAY
CROSSHATCHING INDICATES AREAS OF REMOVAL

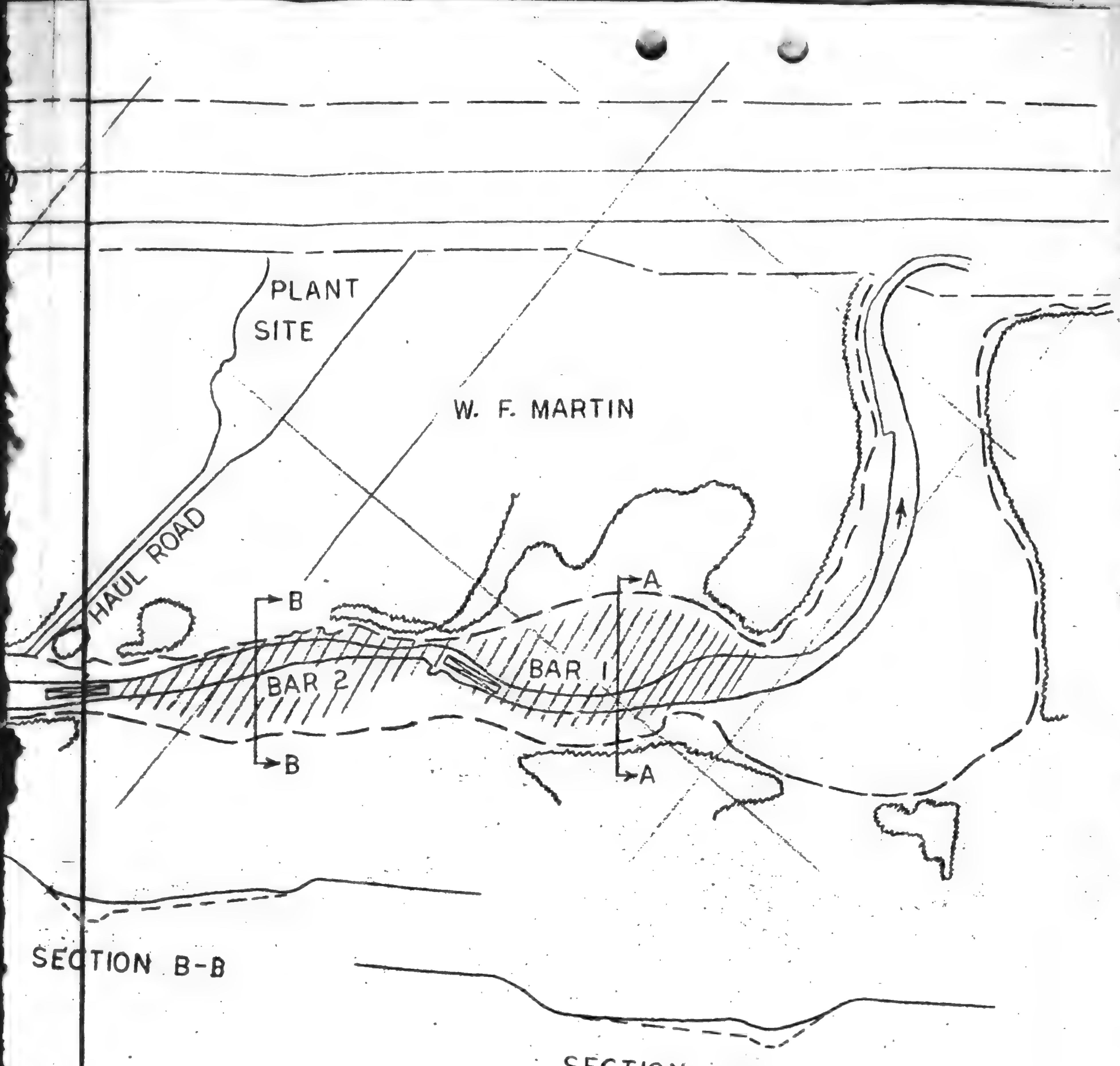

(Pacific Hwy.)
PLANT SITE
W. F. MARTIN
HAUL ROAD
C
C
BAR 3
B
B
BAR 2
A
A
BAR 1


SECTION B-B
SECTION C-C
SECTION

CROSS SECTIONS:

HORIZONTAL SCALE 1 in.=Approximately
VERTICAL SCALE 1 in =Approximately

DRAWN BY: Wm. C Mayhew
JULY 25, 1975


PLANT
SITE
W. F. MARTIN
HAUL ROAD
B
B
A
A
BAR 2
BAR 1
SECTION B-B
SECTION A-A

S:

HORIZONTAL SCALE 1 in.=Approximately 190 ft.
VERTICAL SCALE 1 in =Approximately 40 ft.

C MAYHEW
LY 25, 1975

[illegible]

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 29, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No.	96-addition
Permit No.	1635
Expiration date	9-18-75
Please return by	8-10-75
Fee	$50

______ Please renew this permit. There is no change in plan from last year.

DLT Please renew this permit. Attached are revised application and drawing*

______ I do not wish to renew this permit.

* Jan has a copy of this

Canyonville - Glendale

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 29, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 96

Permit No.	1574
Expiration date	9-18-75
Please return by	8-10-75
Fee	$50

DLP Please renew this permit. There is no change in plan from last year.

______ Please renew this permit. Attached are revised application and drawing.

______ I do not wish to renew this permit.

Canyonville-Glendale
7-5

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

November 18, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Att: Lloyd Clark

Gentlemen:

The operation described in the attached letter and drawing has been added to Material Removal Permit No. 1635. This permit was originally issued to you on September 18, 1974 for gravel sources in Cow Creek in connection with Pacific Highway construction.

Since the work has already been done with verbal approval, no new conditions will be added to the permit.

Thank you for your cooperation with our waterway management program.

Sincerely,

William S. Cox

William S. Cox
Director

cc: Fish Commission of Oregon
Oregon Wildlife Commission
Department of Environmental Quality
Soil & Water Conservation Commission
State Water Resources Board
√Don Trout, Oregon State Highway Division

RECEIVED
ROAD DESIGN SECTION
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

Roseburg, Oregon
October 21, 1974

Division of State Lands
1445 State St.
Salem, Oregon
97310

Re: Gravel Source
Canyonville - Glendale Jct.
Pacific Hwy.
Contract No. 8060

Attention: Jan Haley

Please find enclosed, two (2) shetches of the additional gravel bars and channel changes to be used for additional gravel sources for subject project.

The channel changes are being constructed and all work is being performed to the Oregon State Wildlife Commission requirements.

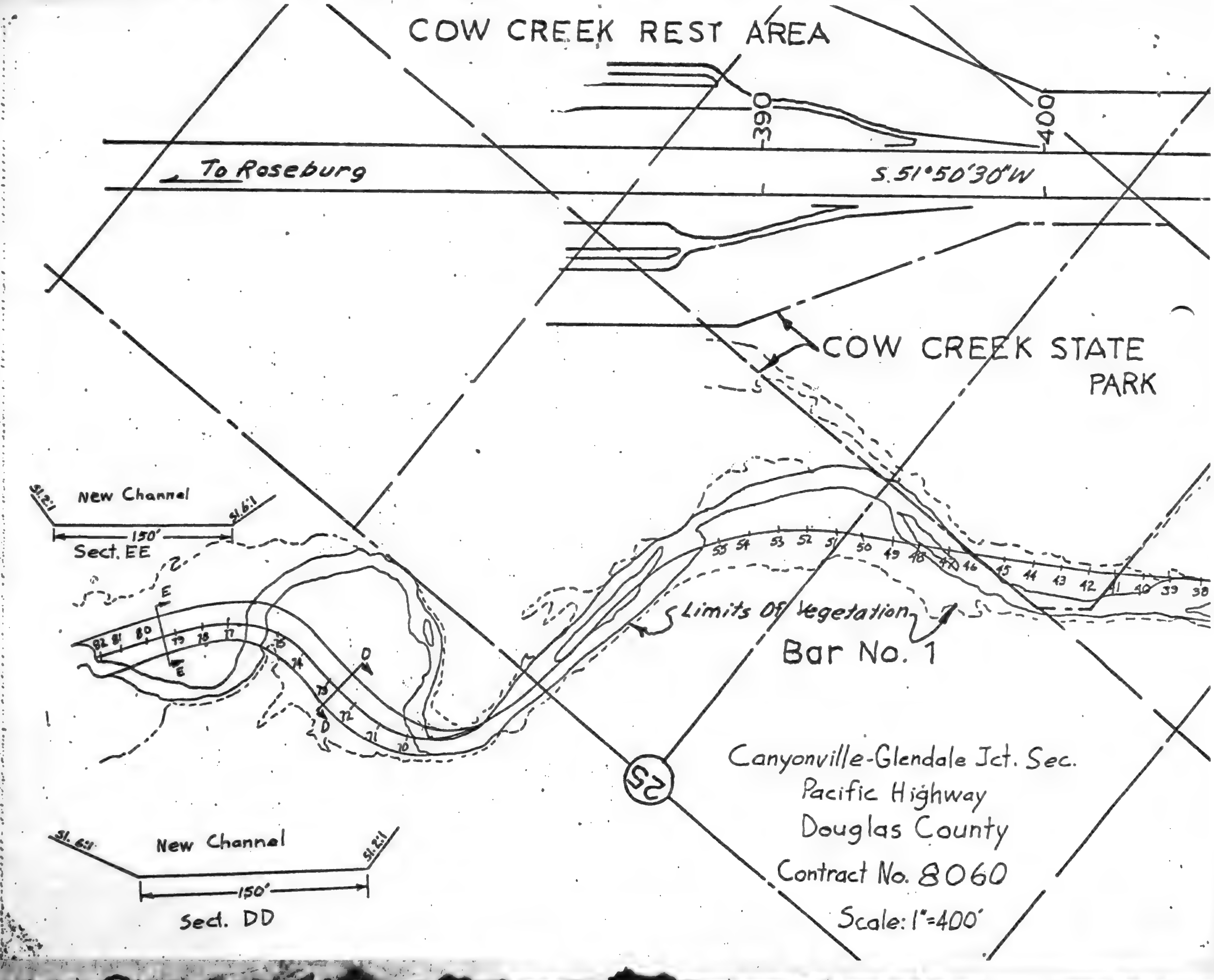
Very truly yours,

W.A. Tison
Resident Engineer

By Curtis H. Duval
Curtis H. Duval
Resident Engineer

cc: C.T. Keasey
Alfred Shirley (1 Attach)
J.H. Versteeg (1 Attach)
file (2)

RECEIVED
OCT 22 1974
DIVISION OF STATE LANDS


COW CREEK REST AREA
390
400
To Roseburg
S.51°50'30"W
COW CREEK STATE PARK
New Channel
Sl.2:1
Sl.6:1
150'
Sect. EE
E
82 81 80 79 78 77 75 74 73 72 71 70
D
55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38
Limits Of Vegetation
Bar No. 1
25
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
Contract No. 8060
Scale: 1"=400'
New Channel
Sl. 6:1
Sl.2:1
150'
Sect. DD

8060

File R

STATE OF OREGO

HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head Robert Church
John Bond Charles Barrett

DATE: July 17, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contracts: 8059 - 8060

Due Bill 0569 in the amount of $50,000, has been deposited in lieu of retainage on Contracts 8059 and 8060. (Safekeeping Receipt 1596)

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 1596

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.

Date July 15, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 5%		Part					$ 50,000.00
Dean Witter & Co. Due Bill No. 0569							
							$ 50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8[illegible]0

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8060

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. Church J. Bond
C. W. Head C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J.C. Compton Co.
Contract 8059 & 8060

TCD No. 4 189396, in the amount of $21,000.00, has been deposited in lieu of retainage on contract 8059 & 8060. (Safekeeping Receipt 1584).

This replaces TCD No. 4 185656, which has matured. (Safekeeping Receipt 1542). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1584

Received for Account of J. C. Compton Company

Date June 24, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4 189396	part	100,000				$ 21,000.00
dated 6/20/75 due 12/17/75 6%							
U.S. National Bank of Oregon McMinnville Branch							
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts dated June 24, 1975 as follows:

No. 1583	✓	$29,000.00	Highway contract No. 8030
No. 1584	✓	21,000.00	Highway contract No. 8059 and 8060
No. 1585	✓	5,000.00	Highway contract No. 7680
No. 1586		29,000.00	Highway contract No. 8146
No. 1587		16,000.00	Highway contract No. 8172

covering TCD No. 4 189396, in the amount of $100,000.00, dated June 20, 1975, due Dec. 17, 1975 drawn on U.S. National Bank of Oregon, McMinnville Branch.

We have cancelled your old Safekeeping Receipts No. 1540 5,000.00 7680
No. 1542 21,000.00 8059-8060
No. 1543 29,000.00 8030

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8060

R

4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 2, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts 8059 & 8060

TCD No. 4-189341, in the amount of $30,000.00, has been deposited in lieu of retainage on contract 8059 and 8060. (Safekeeping Receipt 1573).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

45

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1573

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date May 30, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated May 27, 1975 due August 25, 1975 5.5% U.S. National Bank of Oregon, McMinnville Branch	# 4 189341	part	100,000				$ 30,000.00
							$ 30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

20

May 30, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find the following State Treasury Department Safekeeping Receipts dated May 30, 1975, covering Time Certificate of Deposit No. 4 189341, in the amount of $100,000.00, due August 25, 1975:

Receipt No. 1572	-	$50,000.00	- on Highway Contract #8030
Receipt No. 1573	-	30,000.00	- on Highway Contract #8059 and 8060
Receipt No. 1574	-	20,000.00	- on Highway Contract #8146

8030 - 5
8146 5
8059 5
8060 5

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8060

K

STATE OF OREGON
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: ~~C. W. Head~~ J. Bond
R. Church C. Barrett

DATE: April 14, 1975

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8030, 8059, 8060

TCD 4-185656, in the amount of $50,000.00, formerly used as a deposit in lieu of retainage on contract 7680, (Safekeeping Receipt 1538) has been transferred for use as a deposit on other J. C. Compton contracts. The contracts and amounts of the deposits are:

8059 and 8060	$21,000.00	Receipt 1542
8030	29,000.00	Receipt 1543

A copy of the transmittal letter and Safekeeping Receipts will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
APR 15 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1542

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date April 11, 1975

P. O. Box 86

Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4-185656	part	50,000				$ 21,000.00
Dated April 7, 1975 Due June 6, 1975 5%							
U.S. National Bank of Oregon McMinville Branch							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
APR 14 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1543

Received for Account of J. C. Compton Company

Date April 11, 1975

P. O. Box 86

Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	4-185656	Part	50,000				$ 29,000.00
Dated April 7, 1975 Due June 6, 1975 5%							
U.S. National Bank of Oregon McMinnville Branch							
							$ 29,000.00

Purpose of Deposit In lieu of Retainage on State Highway Contract No. 8030

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 11, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts No. 1542 and No. 1543, dated April 11, 1975, totaling $50,000.00 covering Time Certificate of Deposit No. 4-185656, drawn on the United States National Bank of Oregon, McMinnville Branch.

We have credited State Highway Contracts No. 8059 and 8060, under Receipt No. 1542 in the amount of $21,000.00

We have credited State Highway Contract No. 8030, under Receipt No. 1543 in the amount of $29,000.00.

These new Safekeeping Receipts cancelx State Treasurer's Safekeeping Receipt No. 1538, dated April 9, 1975, in the amount of $50,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

RECEIVED
APR 14 1975
Contract Acctg.

COPY

80'0 e

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contracts 7680, 8059, 8060, 8030

Retainage on our contract 7680 with the J.C. Compton Company has been reduced. Therefore, TCD 4-185656 in the amount of $50,000.00 (Safekeeping Receipt 1538) can be used as a deposit in lieu of retainage on other J.C. Compton contracts. Please cancel Receipt 1538 and issue new receipts for the above TCD, to be distributed as follows:

Contracts 8059 and 8060	$21,000.00
Contracts 8030	$29,000.00

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

RJH:pl

cc: J. C. Compton Co.

bc: [illegible] [illegible] Church
J. [illegible] C. [illegible]

8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 26, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0552.

We have this date received $10,000.00 City of Salem, Oregon, Marion County Improvement Bonds - 4 1/2% - Due August 1, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

ER

Enclosures

cc: J. C. Compton Company, McMinnville, Oregon
cc: Oregon State Highway Divsn., Attn: Dick Hacek

✓ P.S. Enclosed is copy of Safekeeping Receipt No. 1503 showing changes and additions.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Salem, Oregon, Imp. Bonds Marion County ~~State of Oregon General Obligation~~ Bonds 4½% Due 8/1/75	1042/51	10	$1,000.	8	1	75	10,000.00
Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find due bill No. 0555.

We have this date received $25,000.00 State Board of Higher Education Facilities Bond, 6%, Due October 15, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co., McMinnville, Oregon
cc: Oregon State Highway Divsn, attn: Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Jan. 29, 1975

Address P.O. Box 86
McMinnville, Ore.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75	185/6	2	$5,000	4	15	75	10,000.00
Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 21, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0553.

We have this date received $10,000.00 Urban Renewal Agency of the City of Salem, Oregon, Project Note, 4.81%, Due July 18, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Company, McMinnville, Ore.
cc: Oregon State Highway Divsn., Attn: Dick Haeck

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1504

Received for Account of J.C. Compton Co.

P.O. Box 86

Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553	10	1	10,000.				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

8060 J 5

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 4, 1975
Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head
~~J. Bond~~
V. Gallagher
C. Barrett

The following due bills from Dean Witter have been deposited on contracts 8059 and 8060:

		Safekeeping Receipt
Due Bill #0552	$10,000.00	1503
0553	10,000.00	1504
0555	10,000.00	1506
Total	$30,000.00	

A copy of the Safekeeping Receipts and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

7

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 29, 1975

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1503/1506 dated January 29, 1975, covering due bills received from Dean Witter and Company, Portland, Oregon, totaling $45,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 31 1975
Contract Acctg.

6

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.

P.O. Box 86

Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon General Obligation Bonds 4½% Due 8/1/75 Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Acctg.

RECEIVED
JAN 31 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

6

№ 1504

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Jan. 29, 1975

Address P.O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Merle Crow
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

6

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Date Jan. 29, 1975

Received for Account of J.C. Compton Co.

P.O. Box 86

Address McMinnville, Ore.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75 Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Accg.

#8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

[illegible]
[illegible]
Portland, Oregon [illegible]

Attn: Tom Shipley

Gentlemen:

[illegible]

Treas — Receipt #14524

[illegible]

:kf
Encl.

cc: J. C. Compton Company, P. O. Box 55, [illegible]
cc: Oregon State Highway Division, Attn: [illegible]

[illegible]

RECEIVED
JAN 20 1975
Contract Acctg.

COPY

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Tom Shipley

Gentlemen:

Enclosed please find due bill number 054. —Treas Receipt # 1455

We have this date received $25,000.00 [illegible] (G.O.) due October 1, 1995, for account of J. C. [illegible], McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: J. C. Compton Company, P. O. Box 86, McMinnville, [illegible]
cc: Oregon State Highway Division, attn: [illegible]

RECEIVED
JAN 20 1975
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1455

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Dec. 6, 1974

Address
P.O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALU
				Month	Day	Year	
State of Oregon General Obligation Bonds Ore. Forest Rehab 3% 3% Due 10-1-75 Due Bill No 0549 Dean Witter & Co. New York	446/470	25	1,000	10	1	75	25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 20 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1454

Received for Account of J.C. Compton Co.

Address P.O. Box 86
McMinnville, Oregon

Date Dec 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds							25,000.00
	155121/24	4	1,000	4	1	75	
3¼% Due 10-1-75	156036/46	11	1,000	4	1	75	
	156052/56	5	1,000	4	1	75	
Due Bill Dean Witter & Co. New York No. 0548	156912/16	5	1,000	4	1	75	
State of Oregon Veterans Welfare Bonds							
Due Oct 1, 1975							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~80-60~~ 2000

Authority ORS 279.575

RECEIVED
JAN 20 1975
Contract Acctg.

Countersigned by Merle Crow ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

#8060

Form 81 734-3030

RECEIVED
DEC 24 1974
CONSTRUCTION SECTION
Keasey K
Bond
Jackmond
Harwood
Johnson
Walker
F[illegible]ing
Scofield
Glenn
Kerg

FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 23, 1974

FROM: J. X. WILSON
Regional Construction Engineer

J. X. Wilson

TO: C. T. Keasey
Construction Engineer

SUBJECT: Sawtooth Median
Sta. 128+88.61 - 188+64.57
Canyonville-Glendale Jct.
Pacific Highway
Contract No. 8060

Enclosed please find two sketches and estimates for possible revisions to one of the sawtooth median treatments on the above named project.

Proposal I would utilize pavement widening and the installation of concrete median barrier on the high side of the sawtooth. There would be no guardrail or barrier along the bottom of the sawtooth.

Proposal II would utilize metal median barrier once again on the high side of the sawtooth. Blocks would be installed both sides on tangents and areas where sawtooth is flat or nonexistent. Otherwise, blocks would be on just one side.

This is an area of heavy snowfall during winter months and having guardrail along the bottom of the sawtooth creates a constant headache for maintenance forces. During plowing and sanding operations, snow and sand collect in this area. With guardrail in place, it is difficult if not impossible to clean this area resulting in plugged catch basins with sand and debris remaining in median.

From the safety standpoint, the value of this rail is quite questionable. By eliminating this rail and going to Proposal I or II, the obstacle to traffic would be moved from 6 feet to approximately 10 feet from traffic. This gives any driver that should wander over the fog line an additional 4 feet of recovery room. This recovery room would also be on a slope which would have a tendency to push the vehicle back where it belongs. This would mean a savings to the driver of about $200 in that the majority of the time he would not be hitting guardrail. Maintenance would also benefit as they would not have to constantly replacing damaged guardrail.

From the estimates, it is evident Proposal I (concrete barrier) would cost about $14,000 more than Proposal II (metal median barrier). Due to the high cost of repairing metal median barrier, it is felt the extra cost of Proposal I is well worthwhile. The savings to maintenance

I5 Canyonville-Glendale

should easily offset the additional cost in 3-4 years.

Due to the obvious safety and maintenance benefits, Proposal I is favored over Proposal II. Proposal II would help, but would seem to be only a halfway measure. We have many of these sawtooth sections in upcoming projects between here and the California Line and we would like to see the best possible treatment incorporated.

We would like your thoughts on whether our proposal is worth pursuing.

JXW/cw
Encl.

1-2-75

J.X. — We are too far along to make such a change on the current contract. I will send your suggestions along to Road Design for their review and possible consideration on future work.

Keasey

REFERRED TO

	Beard		Read
2	Cole		Sample
1	[✓ Erikson]		Watson
	Hager		Wolfe

Return [✓ Discuss] Do File Copy Due___
BY FINAL DESIGN ENGINEER

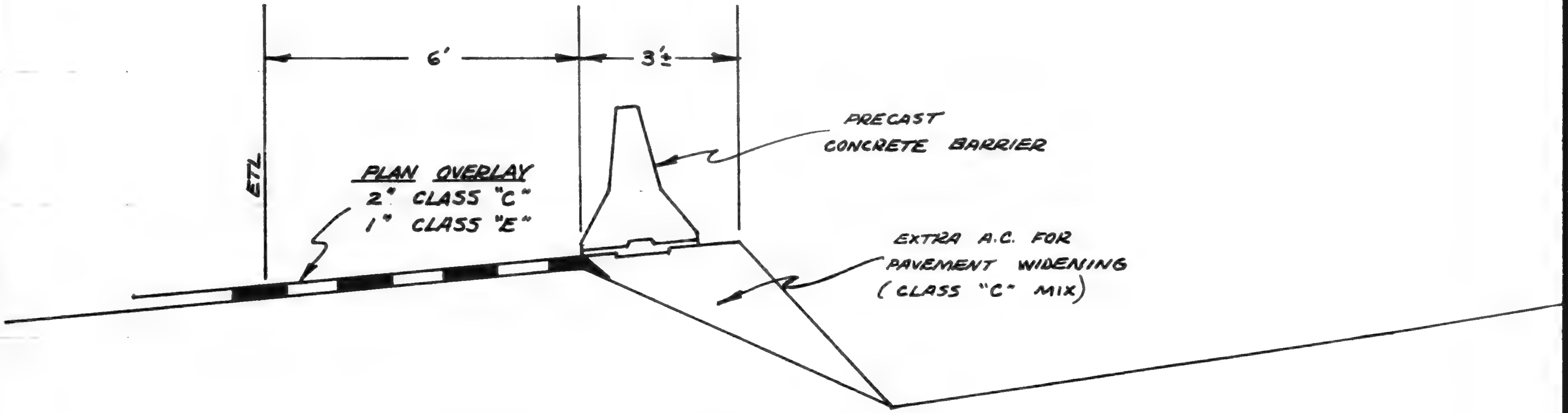
cc: J.H. Versteeg

-1975

SAWTOOTH MEDIAN

PROPOSAL I

CANYONVILLE - GLENDAL
PACIFIC HIGHWAY
CONTRACT 8060

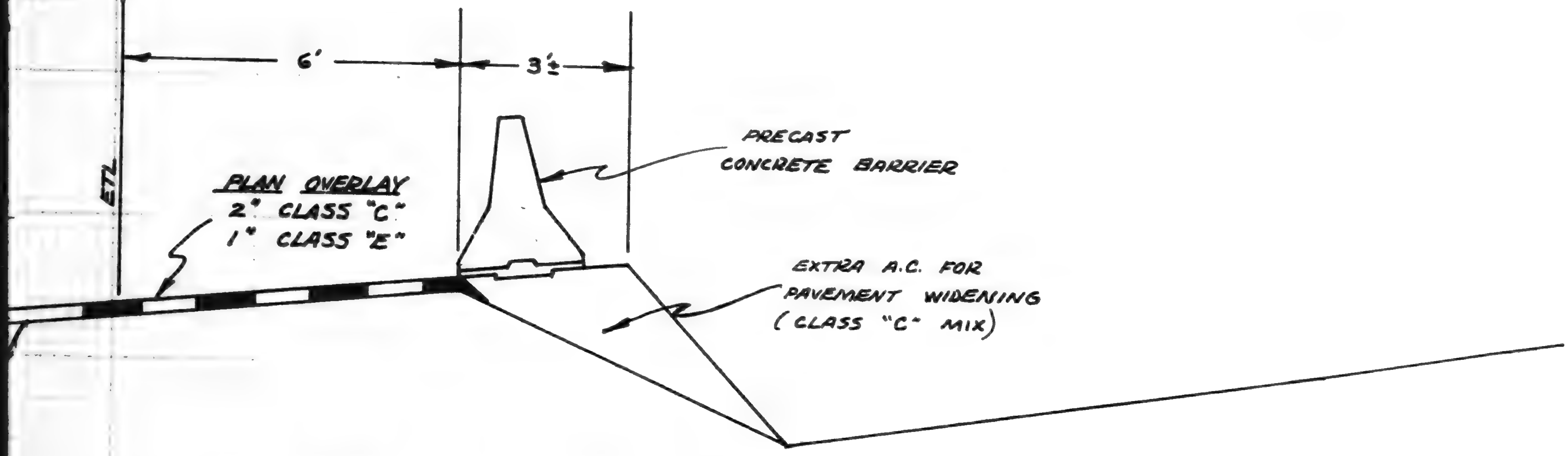

6'
3'±
ETL
PLAN OVERLAY
2" CLASS "C"
1" CLASS "E"
PRECAST
CONCRETE BARRIER
EXTRA A.C. FOR
PAVEMENT WIDENING
(CLASS "C" MIX)

SCALE 1" = 2.5' HORZ. & VERT.

SAWTOOTH MEDIAN

PROPOSAL I

CANYONVILLE - GLENDALE JCT.
PACIFIC HIGHWAY
CONTRACT 8060

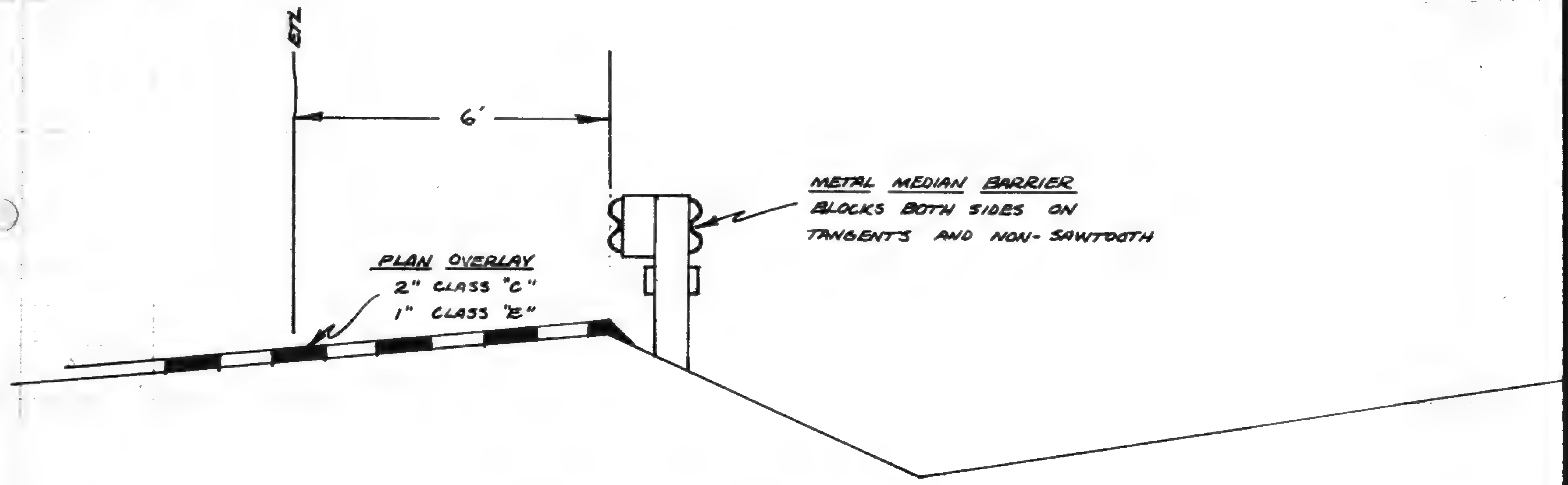

ETL
6'
3'±
PLAN OVERLAY
2" CLASS "C"
1" CLASS "E"
PRECAST
CONCRETE BARRIER
EXTRA A.C. FOR
PAVEMENT WIDENING
(CLASS "C" MIX)

SCALE 1" = 2.5' HORZ. & VERT.

CANYONVILLE -
PACIFIC HIGHW
CONTRACT 806

SAWTOOTH MEDIAN

PROPOSAL II

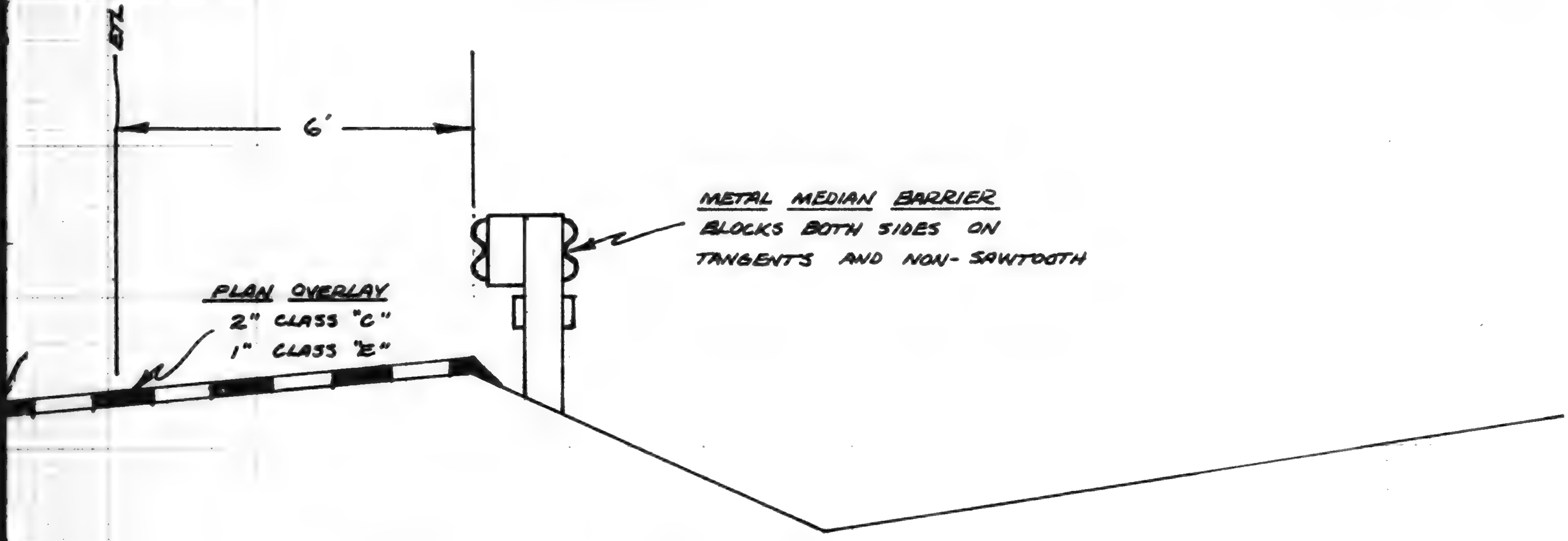

ETL
6'
METAL MEDIAN BARRIER
BLOCKS BOTH SIDES ON
TANGENTS AND NON-SAWTOOTH
PLAN OVERLAY
2" CLASS "C"
1" CLASS "E"

SCALE 1" = 2.5' HORZ. & VERT.

SAWTOOTH MEDIAN

PROPOSAL II

CANYONVILLE - GLENDALE JCT.
PACIFIC HIGHWAY
CONTRACT 8060


ETL
6'
METAL MEDIAN BARRIER
BLOCKS BOTH SIDES ON
TANGENTS AND NON-SAWTOOTH
PLAN OVERLAY
2" CLASS "C"
1" CLASS "E"

SCALE 1" = 2.5' HORZ. & VERT.

Form E-10

Job No. 8060
Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST FOR SAWTOOTH MEDIAN AS PER PLANS
Made by TJW Checked Date 19

GUARDRAIL, TYPE 2A	
5040 LIN. FT. @ $4.50	$ 22,680.00
GUARDRAIL, TYPE 2A W/CHANNEL	
5,365 LIN. FT. @ $9.44	$ 50,645.60
GUARDRAIL, TYPE 3	
130' LIN. FT. @ $11.70	$ 1,521.00
METAL MEDIAN BARRIER	
775 LIN. FT. @ $15.50	$ 12,012.50
TOTAL	$ 86,859.10

Form E-106

Job No. 8060

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST OF SAWTOOTH MEDIAN UTILIZING CONCRETE BARRIER AND WIDENING

Made by T.W. 19 Checked by 19 Examined by 19

CLASS "C" ASPHALT CONCRETE 2,000 TON @ $5.50	$ 11,000.00
EXTRA FOR ASPHALT IN MIX 120 TON @ $85.00	$ 10,200.00
EXTRA FOR PAVING SAWTOOTH 4,875 LIN. FT. @ $3.00	$ 14,625.00
PRECAST CONCRETE BARRIER 6,035 LIN. FT @ $11.90	$ 71,816.50
TOTAL	$ 107,641.50

Form E-106

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST OF SAWTOOTH MEDIAN UTILIZING METAL MEDIAN BARRIER

Made by T.W., 19 Checked by 19 Backchecked by 19

METAL MEDIAN BARRIER 6,035 LIN. FT. @ 15.50	$ 93,542.50

8060

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
December 10, 1974

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J.C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Attached are letters and Treasurer's Receipts advising of the deposits to be used in lieu of retainage on the contracts as follows:

Treasurer's Receipt 1454 (Bond No. 0548) $25,000.00, Contract 8060.

Treasurer's Receipt 1455 (Bond No. 0549) $25,000.00, Contracts 8059 and 8060.

Copies of these letters and Treasurer's Receipts will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1454

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Dec 6, 1974

Address P.O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 3½% Due 10-1-75 Due Bill Dean Witter & Co. New York No. 0548	Canyonville - Glendale Jct.						25,000.00
12/11/74 Checked with M. Crowe							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~8060~~ 8060

Authority ORS 279.575

Countersigned by Merle Crowe ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
DEC 10 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1455

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Address P.O. Box 86
McMinnville, Oregon

Date Dec. 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon General Obligation Bonds 3% Due 10-1-75 Due Bill No 0549 Deanx Witter & Co. New York							25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon

Gentlemen:

Enclosed please find Oregon State Treasury safkeeping receipt numbers 1454 and 1455, dated December 6, 1974, in the amount of $25,000.00 each representing State of Oregon General Obligation Bonds from Dean Witter and Company, New York, New York.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
DEC 10 1974
Contract Acctg.

COPY

8060

J

November 15, 1974

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. (enc.)

788-5

Mr. William B. Wyllie
Attorney at Law
1447 Liberty Street, S. E.
Salem, OR 97302

Dear Mr. Wyllie:

Canyonville-Glendale Junction Section
Pacific Highway, Contract 8060

Reference is made to your October 23 letter concerning complaints lodged by Mr. John Compton regarding a crossing of the southbound lanes and the highway median area on the subject project in the vicinity of his asphalt plant.

Our investigation indicates Mr. Compton was told a crossing in that area could be permitted. Consequently, although not in accordance with the plans and special provisions for this project, we instructed our field engineers to develop a crossing plan which would be mutually acceptable and which would not require hauling through the Glendale Interchange.

I have been advised that such a plan has now been developed but paving work has stopped for the winter. Any other crossings of the median area planned for the contractor's convenience in performance of the contract work must be in full conformance with the plans and special provisions.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc Mr. John C. Compton
J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

CTK:fr ja

RECEIVED
STATE HWY ENG
OCT 24 '74
REFER TO Coulter
FOR

WILLIAM B. WYLLIE
ATTORNEY AT LAW
1447 LIBERTY STREET, S. E.
SALEM, OREGON 97302
TELEPHONE (503) 585-9051

October 23, 1974

Mr. Fred B. Klaboe
State Highway Engineer
Oregon State Highway Division
Salem, OR 97301

Re: Canyonville - Glendale Jct. Sec.
Pacific Highway

Dear Mr. Klaboe:

I represent J.C. Compton Co. in connection with its contract with the State of Oregon for the grading, paving, structures and signing on the Canyonville-Glendale Jct. Sec., Pacific Highway, Douglas County. Prior to making its bid on this project, J.C. Compton Co. made inquiry as to whether it could cross the Pacific Highway at the asphalt plant to be constructed. This inquiry was made to the Resident Engineer, A.W. Bates, who was told where the asphalt plant was to be constructed. In response to the inquiry, Mr. Bates replied that crossings could be made at the asphalt plant. In making its bid and construcing its asphalt plant at the location indicated to Mr. Bates, J.C. Compton Co. relied upon Mr. Bates' representation with respect to crossings.

J.C. Compton Co. has requested that it be permitted to making crossings at the asphalt plant. Present Resident Enginner, W.A. Tison, has denied this request and has informed J.C. Compton Co. that it must cross in accordance with the Special Provisions and Supplemental Standard Specifications for Highway Construction.

The above-described alteration of the details of construction for the project materially changes the character of the work and the unit costs thereof and thereby results in increased costs. These increased costs entitle

agf

J.C. Compton Co. to compensation additional to that which it will receive at the prices specifically set forth in the contract, extra work orders, price agreements and supplemental agreements.

J.C. Compton Co. hereby notifies you of the above-described situation and of its intention to make claim for such additional compensation.

Yours truly,

William B. Wyllie
WILLIAM B. WYLLIE

WBW/bc
cc: W.A. Tison
Resident Engineer
Oregon State Highway Division
Mrytle Creek, Oregon

#8C60

1

2

3

ROAD

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1974

SUBJECT: Canyonville-Glendale Junction Section
Pacific Highway Douglas County
Slide at Stations 555 to 565

To: Victor D. Wolfe
Location Engineer
Highway Building

The subject slide area was inspected on October 30 in company with Ed Johnsen, Bill Tison, Curt Duvall, and Elliott Parker because the Resident Engineers had asked for a review of the effect of the planned construction on the stability of the slide.

It was agreed that the plan, which I made, to restore the upper bench of the cut by re-excavating the slope above would have an unstabilizing effect on the slide as it is now apparent. It was agreed that the desirable modification is to delete the planned excavation at the top of cut and not disturb it more than necessary to install erosion control at critical points.

As it now appears, the slide is above all but the upper slope of a two-stage benched cut, and mostly outside the right-of-way, evidently a distance of about 300 feet. It is about 1000 feet long. The slide is tending to progress up a 3:1 slope, which extends for about half a mile to an elevation near 800 feet above the highway. It is reported by the Region Geologist at the time, that during construction, the southbound grade was affected by the slide, and that a counterbalance was constructed in the median. The grade has not been affected since it was paved and the upper slope has not greatly deformed since the first season after construction, 1967.

There is a very real threat of new sliding but it is no certainty. Proper treatment of the apparent threat, which is the slope above the right-of-way, would cost at least 1/3 of a million dollars. And such treatment, a rock inlay, would do nothing to stabilize the sliding surface which once affected the southbound grade.

Before a firm decision is made to do some stabilizing construction at the slide, some exploration and investigation of the hillside formation should be made. Slope indicators should be installed in any case to furnish information about the depth of sliding if it occurs in the future.

FW Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: J. H. Versteeg
A. J. Shirley
Ed Johnsen
Bill Tison
Curt Duvall
Elliott Parker

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 21, 1974

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engineer

TO: Floyd O. Scott
R/W Description Engr.

SUBJECT: Construction Easement
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
610-~~1048~~
1933-

We are in need of a temporary easement to construct a channel change on Cow Creek. The proposed channel change lies in part on property owned by F. M. West and in part on State highway right of way. A description of the parcel owned by West is attached.

The easement should be written for construction only. No easement for maintenance is required.

In addition to the above mentioned description, a sketch of the parcel showing the approximate location of the channel change is also attached.

We would like to accomplish this work in the very near future and your help in expediting this document will be appreciated.

Any questions regarding the easement may be directed to Curt Duval, Resident Engineer.

Attach.

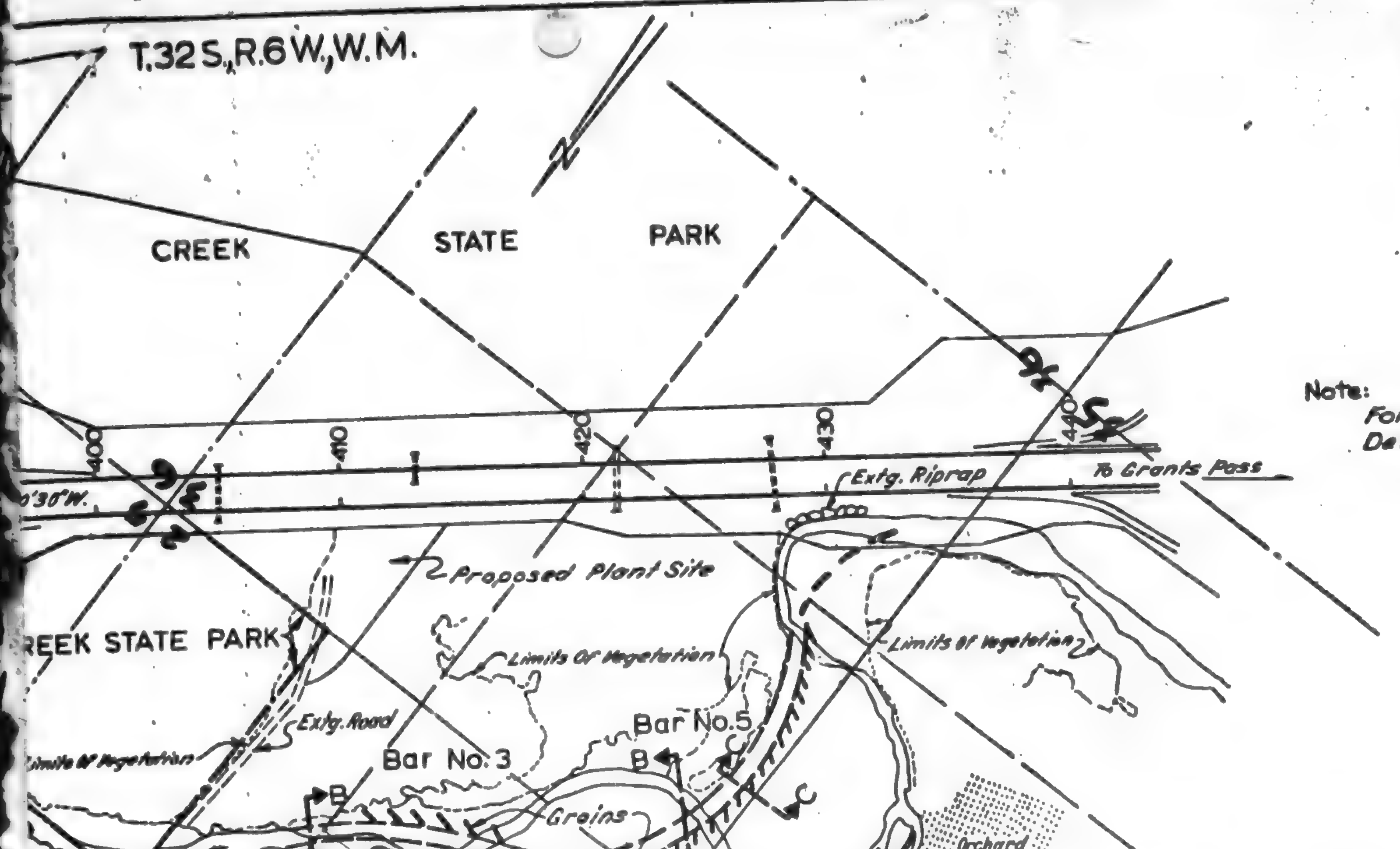
cc Curt Duval

2 Round

OCT 22 1974
NOTED
ROBERT R. ROUNDS

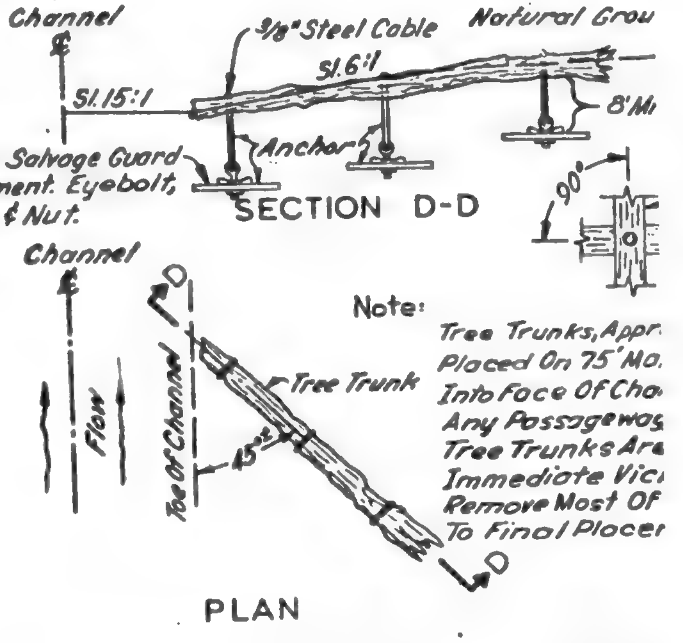
desc. to R/W
10-25-74

CANYONVILLE-GLE PACIFIC H DOUGLAS C	
FED. ROAD Div. No.	STATE
10	OREGON


T.32S,R.6W,W.M.
CREEK
STATE
PARK
REEK STATE PARK
400
410
420
430
440
0°30'W.
Extg. Riprap
To Grants Pass
Proposed Plant Site
Limits Of Vegetation
Limits Of Vegetation
Limits Of Vegetation
Extg. Road
Bar No. 3
Bar No. 4
Bar No. 5
Grains
Orchard
B
B
B
B
C
C
Scale 0 400 800 Feet

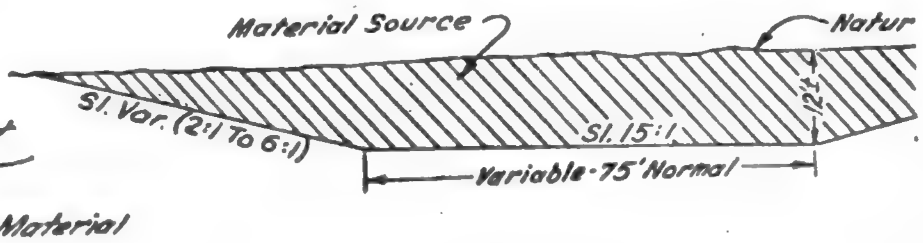
Note:
For Temporary Truck
Detail, See Sht. 2G.

Note:
Remove Gravel To Low Water Mark. Final Location Of Channel And Tree Trunk Groins To Be Determined By Engineer.

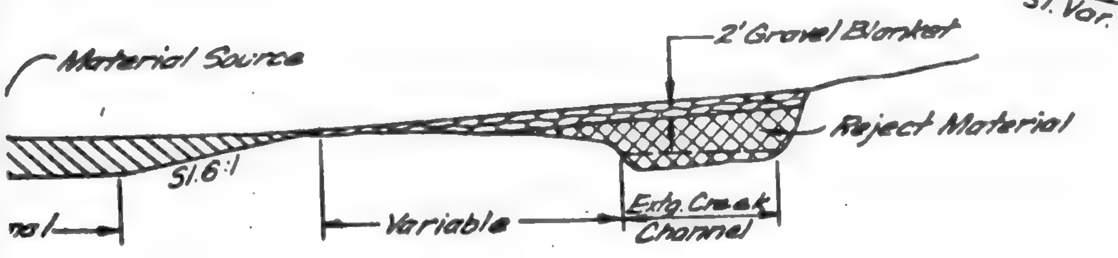

Channel ℄
3/8" Steel Cable
Natural Grou
Sl. 6:1
Sl. 15:1
8' Mi
Anchor
2-3' Pc. Salvage Guard Rail Element. Eyebolt, Washers & Nut.
SECTION D-D
90°
Channel ℄
D
D
Tree Trunk
Flow
Toe Of Channel
45°±
PLAN

Note:
Tree Trunks, Appr
Placed On 75' Mo
Into Face Of Cha
Any Passagewa
Tree Trunks Ar
Immediate Vic
Remove Most Of
To Final Placer

GROIN PLACEMENT DETAI


Material Source
Natur
Sl. Var. (2:1 To 6:1)
Sl. 15:1
12'±
Variable-75' Normal

SECTION C-C


Material Source
2' Gravel Blanket
Reject Material
Sl. 6:1
nal
Variable
Extg. Creek Channel

SECTION B-B

MATERIAL SOURCE

Form E-31—5M—4-52

OR ON STATE HIGHWAY DEPAR ENT

DESCRIPTION OF METES AND BOUNDS

Purchase ( ) Lease ( ) Easement (X) R. R. Encroachment ( ) Sale ( ) .... (Other)

USE: R/W ( ) St. Pile (State purpose Const. Easement ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Channel Change (Other)

Description prepared by J. Grassman, 10-21, 1974; Checked by ...., ..., 19......

Owner F. M. West

Azalea-Josephine County Line Section, Pacific Highway.

A parcel of land lying in the SW¼ of the NW¼

of Section 36, Township 32 S, Range 6 W., W. M.,

Douglas County, Oregon, and being a portion of that tract of land described in that

certain deed to F. M. West,

recorded in Book 224, Page 462 of Douglas County Records of Deeds;

the said parcel being described as follows:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 36, Township 32 South, Range 6 West, W.M., Douglas County, Oregon; the said parcel being that portion of said Southwest quarter of the Northwest quarter (SW¼ NW¼) lying Northwesterly of the relocated Pacific Highway right of way line.

Void 10/23/74
Field desc

8060

1P
2P
3P

Form E-[illegible] (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville - Glendale Jct. Sec.
Date October 21 1974
Highway Pacific
Contract No. 8060
County Douglas
Prefix 610 - 1048
Contractor J. C. Compton Co.
F. A. Project No I-5-2(78)82 1P ERFO-284(3) 3P ER-284(1) 2P
Address P. O. Box 86 McMinnville, Oregon 97218
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary Erosion Control

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

$ 1,000.00 (Per Contract Authorization)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated Item - Funds Provided on Contract Authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$3,829,103.49	
Present estimate of project cost, including $1,000.00 for work under this order	$3,829,103.49	
Expected under-run over-run amount	$ -0-	
Expected under-run over-run per cent	-0-	

Space to right of this line is for use of Salem Office

Submitted by:
for W. A. Tison
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For:
Construction Engineer or Bridge Engineer

Approved
Construction Engineer.

AD

— 8060.

1P
2P
3P

Form 2-306 (Rev.-11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville - Glendale Jct. Sec.
Date October 21, 1974
Highway Pacific
Contract No. 8060
County Douglas
Prefix 610 - 1048
Contractor J. C. Compton Co.
F. A. Project No. I-5-2(78)82 1P ERFO-284(3) 3P ER-284(1) 2P
Address P. O. Box 86 McMinnville, Oregon 97218
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Stage Construction Striping

Location by station numbers: Throughout Project

Estimate of quantities and cost: $ 5,000.00 (Per Contract Authorization)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Anticipated Item. Per Section 111.01 of the Contract Special Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $3,829,103.49
Present estimate of project cost, including $5,000.00 for work under this order $3,829,103.49
Expected under-run over-run amount . . . . $ -0-
Expected under-run over-run per cent . . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: for W. A. Tison, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved .... Construction Engineer.

AP

806

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-9-14 / 9-10-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Douglas**
PROJECT REPORT NO. 4	9-23-74	PROJECT NO. **ERFO-284(3)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Canyonville S. 0.1 mi. to S. 6.9

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING		1-14-74	1.58
RIGHTS-OF-WAY			
CONSTRUCTION	(Temp.) (Perm.)	1-14-74 7-18-74	1.58
OTHER *(Specify)*			

FUNDS Pro-Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,251	$ 96,251

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 23, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ERFO-284(3)

CANYON CREEK PASS-CANYONVILLE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 200.00
Total	$ 200.00

Type Code 6201
Temporary Repairs (M.P. 90.3 to 91.7 - M.P. 97.2)

Labor	$ 10,452.00
Equipment	16,026.00
Material	2,274.00
Total	$ 28,752.00

Permanent Restoration by State Forces (M.P. 97.2)

Approved State Force #1

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
	$ 10,856.00
Total Work by State Forces	$ 39,608.00

Type Code Y006
Permanent Restoration (M.P. 90.3 to M.P. 91.7 and M.P. 97.2)

General Excavation	1,555 cu.yd.	4.00	$ 6,220.00
Gravel Ditch Lining	1,970 cu.yd.	9.00	17,730.00
Trench Excavation	120 cu.yd.	6.50	780.00
12-inch Culvert Pipe	10 lin.ft.	10.00	100.00
18-inch Culvert Pipe	208 lin.ft.	12.75	2,652.00
36-inch Culvert Pipe	20 lin.ft.	30.00	600.00
Extra for Pipe Under Pavement	124 lin.ft.	25.00	3,100.00
Concrete Inlets, Type G-2MA	4 only	450.00	1,800.00
Type 2 Fence	900 lin.ft.	2.00	1,800.00
16 ft. Single Gate	1 only	300.00	300.00
Paved Culvert End Slopes	58 sq.ft.	5.00	290.00
Grouted Riprap	200 cu.yd.	50.00	10,000.00
Reconstructing Concrete Inlets	16 only	300.00	4,800.00
	Subtotal		$ 50,172.00
	Engineering		6,271.00
	Total		$ 56,443.00

Length of Project - - - - - - - - - - - - 0.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 200.00	$ 200.00
Temp. & Perm. Repair (S.F.)	39,608.00	39,608.00
Contract Repair	56,443.00	56,443.00
	$ 96,251.00	$ 96,251.00

P.E. Prefix	610-1440-07
S.F. Repair Prefix	610-4432-341-03
S.F. Repair Prefix	610-4432-341-04
S.F. Work Order #1	610-4732-144-04

Group 3 - 1%

Contract No. 8060

Contract Prefix: 610-1048

8060

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-9-13 R.O. 9-10-37	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-23-74	E Oregon
		COUNTY Douglas
PROJECT REPORT NO. 3		PROJECT NO. ER-284(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Quines Creek Interchge.-5.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING		1-14-74	0.047
RIGHTS-OF-WAY			▨
CONSTRUCTION	Temp. Perm.	1-14-74 8-7-74	0.047
OTHER *(Specify)*			

FUNDS Pro-Rata 100%	
ESTIMATED TOTAL COST OF PROJECT $ 143,361	FEDERAL FUNDS $ 143,361

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

EGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible] Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 23, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-284(1)

COW CREEK BRIDGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 7,500.00
Total	$ 7,500.00

Type Code 6201
Temporary Repairs (M.P. 86.52)

Negotiated Contract, Bridge Repair	$ 44,971.43
State Force, Labor	6,642.54
State Force, Equipment	1,294.97
State Force, Materials	2,454.06
	$ 58,363.00

Detour Repair by State Forces
Approved State Force Order No. 1

Labor	$ 1,200.00
Equipment	600.00
Material	4,280.00
	$ 6,080.00
Total Work By State Forces and Negotiated Contract	$ 64,443.00

Type Code 6201
Permanent Restoration (Cow Creek Bridge) (M.P. 86.52)

Alterations to Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, Etc.	All Required		19,000.00
Structure Excavation	940 cu.yd.	10.00	9,400.00
Structure Excavation Below Elevation Shown	90 cu.yd.	15.00	1,350.00
Structural Concrete, Class 3300	All Required		8,500.00
Reinforcement	All Required		4,500.00
Loose Riprap, Class 700	600 cu.yd.	14.00	8,400.00
			$ 59,150.00

Anticipated Items

Repair Cracks and Prefinish Work Bent #4	All Required	$ 3,000.00
Construct Riprap Dike Along Cow Creek	All Required	4,000.00
		$ 7,000.00
	Subtotal	$ 66,150.00
	Engineering	8,268.00
	Total	$ 74,418.00

Length of Structure - - - 0.047 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 7,500.00	$ 7,500.00
Temp. & Perm. Repair (S.F.)	64,443.00	64,443.00
Contract Repair	74,418.00	74,418.00
	$146,361.00	$146,361.00

Group 2 - 1%

Contract No. 8060

P.E. Prefix	610-1939
S.F. Repair Prefix	610-4432-352-43
S.F. Repair Prefix	610-4432-304-01
S.F. Work Order #1	610-4732-104-01

Contract Prefix: 610-1048

Cow Creek
Douglas County
Highway Job No. 96

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Canyonville-Glendale Junction
Section
Pacific Highway

Expires: 9-18-75

MATERIAL REMOVAL PERMIT NO. 1574

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

September 18, 1974
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1574

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ______GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______________________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and waste materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Existing streamside vegetation shall be protected.

(x) 11. The Stream flow may be diverted within the stream bed.

(x) 12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 18, 1974

141-31-05-74

Cow Creek
Douglas County
Highway Job No. 96-addition

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Canyonville-Glendale Junction
Section
Pacific Highway

Expires: 9-18-75

MATERIAL REMOVAL PERMIT NO. 1635

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

September 18, 1974
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1635

( ) 1. The Department of Environmental Quality
    ( ) a. has issued Waste Discharge Permit No. ____________ for this project.
    ( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will minimize ~~behind a berm sufficient to isolate the operation from the free flowing stream and prevent~~ any turbidity increase, ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
    (x) b. At the project's completion, the stream shall be
        (x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________________.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ______GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 to June 15 without prior written approval from the Division of State Lands.

(x) 7. There shall be no (x) REMOVAL (x) FILLING in the permit area between the period of October 15 to June 15 without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [______________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

( ) 10. ____

____

( ) 11. ____

____

Continued on Page 2

141-31-05-74

Attachment "A"
Page 2
Removal Permit No. 1635

10. A new channel may be constructed under the following conditions:

    a. The old channel shall be permanently blocked at the the upstream end.

    b. Spoils from the excavation of the new channel shall be stockpiled, and after the diversion has been accomplished the material may be used to fill the abandoned channel.

    c. The new channel shall be completely excavated before diverting the stream flow.

    d. Any log groins placed shall be so designed that they will not be dislodged and drift downstream.

11. Debris in the channel such as logs and root clusters should be removed from the stream channel.

12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 18, 1974

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER
H 314969

SHIP TO J. H. Versteeg, Room 223, State Highway Building, Salem, OR 97310

BILL TO OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE 9-17-74

NO. INVOICES 3

ACCOUNT NUMBER

CREW NUMBER

BIENNIUM

BID NUMBER

COMMODITY CODE

CLASS.

FUND, PROJECT OR APPROPRIATION

REQ. NO.

AGENCY NO. 734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		Removal/Fill OSHD No. 96 & 96 Additional Canyonville-Glendale Jct. Section Pacific Highway Douglas County		$50.00	$100.00	610-1048-900P
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

APPROVED 9-17-74

I certify these items are Authorized by the Dept. of General Services

AUTHORIZED AGENT SIGNATURE

DATE 9-17-74

RECEIVED BY:

DATE

FORM 81-734-1036

ORIGINATOR

Send To: **Director, Division of State Lands**
1445 State Street
Salem, Oregon 97310

OSHD Pemit No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

FOR DIVISION USE:
Please return by
Date received
Permit No. 1574
Waterway
County

5-31-74

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
Address P. O. Box 86 Telephone 472-4155
City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name Lloyd Clark
Address P. O. Box 86 Telephone JP2-7562
City McMinnville State Oregon Zip Code 97128

3. Property Owner's Name Oregon State Highway Division
Address State Highway Building Telephone 378-6558
City Salem State Oregon Zip Code 97310

4. Will the project be removal X fill ___ combination ___ riprap X

5. Will your fill consist of rock X gravel ___ sand ___ silt ___ other ___
Will your removal consist of rock ___ gravel X sand ___ silt X other ___

6. Volume of fill material required: annually ___ total project 700 Cu. Yds.
Volume of removal required: annually ___ total project 1200 Cu. Yds.

7. Name of waterway affected by project Cow Creek
a. Tributary of Wolf Creek
b. Rxxxxxxxx NW 1/4 Section 22 Township 32 S Range 5 W
c. County Douglas
d. Popular local description of project location: Cow Creek Bridge on Interstate 5 Highway

8. What is the purpose of your project? Replace footing and columns on Bent 4 - southbound. Place riprap around other existing footings as shown on plans.

RECEIVED
SEP 17 1974
DIVISION OF STATE LANDS
PO # 314969

RECEIVED
SEP 16 1974
DIVISION OF STATE LANDS

Application for Removal or Fill Permit

Name

Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use available earthmoving equipment and hand labor to perform the construction.

10. Where will you place dredge spoils, if any? Dredge spoils will be wasted along the highway roadbed.

11. When will project start? August 1974 Be completed? Not known at this time.

12. What does the project site look like at the present time? There is evidence of some erosion. Otherwise the area looks natural since the original construction took place several years ago.

13. What steps do you plan to take to restore area to its natural condition? Riprap placed adjacent to existing riprap will be left exposed - See Typical Section B-B on plans. Other riprap will be covered with excavated stream bed material - See Typical Section A-A on plans.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed

Title President

Date September 11, 1974

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

Send ... or, Division of State Lands
State Street
...m, Oregon 97310

OSHD PERMIT NO. 96 - Additional
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
July 12, 1974

FOR DIVISION USE:
Please return by
Date received
Permit No. 1635
Waterway
County

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
Address P. O. Box 86 Telephone
City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name Lloyd Clark
Address P. O. Box 86 Telephone JP 2-7562
City McMinnville State Oregon Zip Code 97128

3. Property Owner's Name Mr. W. F. Martin
Address Old Highway 99 North, Box 26 Telephone
City Glendale State Oregon Zip Code 97442

4. Will the project be removal ____ fill ____ combination X riprap ____

5. Will your fill consist of rock ____ gravel X sand ____ silt ____ other Crushing Reject Material
Will your removal consist of rock ____ gravel X sand ____ silt ____ other Bar Run

6. Volume of fill material required: annually ____ total project N/A
Volume of removal required: annually ____ total project 85,000 Cu. Yds.

7. Name of waterway affected by project Cow Creek
a. Tributary of Wolf Creek
b. River mile ____ Section 25 & 36 Township 32 S Range 6 W
c. County Douglas
d. Popular local description of project location: Cow Creek near Interstate Highway No. 5

8. What is the purpose of your project? To obtain material for surfacing aggregate.

RECEIVED
SEP 17 1974
DIVISION OF STATE LANDS
PO H314969

Applic r Removal or Fill Permit

Name

Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will remove gravel and crush surfacing aggregate from gravel bars. In doing this work a new channel will be made for Cow Creek that will reduce flood damage during high water. SEE ADDITIONAL SHEET FOR MORE INFORMATION.

10. Where will you place dredge spoils, if any? In existing creek channel covered with a 2-foot gravel blanket.

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   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed

Title **President**

Date **September 11, 1974**

Attach the following items:
Maps as requested in Item 10, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*75645-141

ADDITIONAL INFORMATION

This material source is in an area of Cow Creek that caused flood damage to adjacent landowners during the flood of 1974. It is their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property from future damage. Since gravel material is needed for the highway surfacing and this source is so close it seems appropriate that our needs could be satisfied while improving this flood problem area.

Following are copies of letters from the Cow Creek District Improvement Co., Wildlife Commission and Douglas County Water Resources Survey, extracted material from the preliminary Environmental Negative Declaration and a copy of the preliminary development plan concerning this proposal.

8060

STATE COPY

Form Approved; O.M.B. No. 04-R2089

9

MONTHLY TRANSACTION NO. 9.35	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-13-74	Oregon
		COUNTY Douglas
PROJECT REPORT NO. 3		PROJECT NO. I-5-2(78)82 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Canyonville S. 17.48 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-7-74	17.48
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 3,612,821	FEDERAL FUNDS $ 3,333,910

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. J. Smith
for G.L. Green (Division Engineer)

Date executed by Division Engineer Sept 13, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. I-5-2(78)82 Safety

CANYONVILLE-GLENDALE JCT. SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project agreement estimate.

Type Code 6201

Pavement Overlay (Sta. 494+00 thru Eq. 504+52.90Bk=30+09.93Ah. thru Eq. 588+50.03Bk=62+44.53Ah. to Sta. 417+00)

Aggregate Shoulders	18,000	ton	5.40	$ 97,200.00
Class "C" Asphalt Concrete Mixture	102,000	ton	5.50	561,000.00
Class "E" Asphalt Concrete Mixutre	40,000	ton	7.00	280,000.00
Asphalt Cement in Mixture	9,500	ton	85.00	807,500.00
Portland Cement Additive in Class "E" Mixture	400	ton	55.00	22,000.00
Asphalt in Tack Coat	110	ton	100.00	11,000.00
		Subtotal		$ 1,788,700.00
		Engineering		177,870.00
		Total		$ 1,956,570.00

Type Code Y101

Roadway (Safety Work) (Sta. 494+00 thru Eq. 504+52.90Bk=30+09.93Ah., thru Eq. 588+50.03Bk=62+44.53Ah. to Sta. 417+00)

Mobilization	All	Required		315,900.00
Furnishing Field Laboratory	1	only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Temporary Signs	1,370	sq.ft.	5.50	7,535.00
Oversized Advance Construction Signs	2	only	3,000.00	6,000.00
Flagmen	2,500	hours	11.00	27,500.00
Clearing and Grubbing	All	Required		41,600.00
Removal of Structures and Obstructions	All	Required		51,300.00
General Excavation	12,470	cu.yd.	4.00	49,880.00
Granular Embankment	290	cu.yd.	9.00	2,610.00
Trench Excavation	170	cu.yd.	6.50	1,105.00

Watering	400 M-gal.	5.00	2,000.00
8-inch Culvert Pipe	80 lin.ft.	5.00	400.00
12-inch Culvert Pipe	120 lin.ft.	10.00	1,200.00
18-inch Culvert Pipe	196 lin.ft.	12.75	2,499.00
24-inch Culvert Pipe	20 lin.ft.	18.00	360.00
Extra for Pipe Under Pavement	2 lin.ft.	25.00	50.00
Portland Cement Concrete in Sewer	23 cu.yd.	250.00	5,750.00
Reinforcement in Sewer	900 lbs.	0.50	450.00
Concrete Inlets, Type G-1	10 only	400.00	4,000.00
Concrete Inlets, Type Special	1 only	500.00	500.00
Guard Rail, Type 2A	75,000 lin.ft.	4.50	337,500.00
Guard Rail, Type 2A with Channel Rail	12,820 lin.ft.	9.44	121,020.80
Guard Rail, Type 3	270 lin.ft.	11.70	3,159.00
Metal Median Barrier	2,390 lin.ft.	15.50	37,045.00
Guard Rail Anchors, Type 1	40 only	335.00	13,400.00
Guard Rail Anchors, Type 2	45 only	283.00	12,825.00
Extra for Guard Rail Bridge Connections	20 only	345.00	6,900.00
Rail End Pieces, Type A	43 only	13.00	559.00
Rail End Pieces, Type C	40 only	125.00	5,000.00
Extra Posts with Blocks	826 only	29.00	23,954.00
Extra Rail Elements	575 lin.ft.	4.25	2,443.75
Concrete Barrier	23,650 lin.ft.	11.90	281,435.00
Drainage Curbs	10,360 lin.ft.	1.75	18,130.00
Loose Riprap, Class 50	15 cu.yd.	25.00	375.00
Guide Posts	900 only	11.50	10,350.00
Adjusting Manholes	2 only	500.00	1,000.00
Adjusting Inlets	26 only	150.00	3,900.00
Reconstructing, Concrete Inlets	13 only	300.00	3,900.00
Roadside Seeding and Mulching	11 acres	590.00	6,490.00

Signing

Removal of Existing Sign Installation	All Required		1,500.00
Painted Wood Sign Posts	All Required		1,200.00
Sign Support Footings	All Required		2,000.00
Breakaway Sign Posts and 3" I 5.7#	All Required		14,000.00
Type "A" and "B" Signs in Place	340 sq.ft.	15.00	5,100.00
Type "D" Signs in Place	216 sq.ft.	10.00	2,160.00
Move and Reinstall Existing Signs	All Required		1,500.00

Structures

Membrane Waterproofing	3,100 sq.yd.	8.00	$ 24,800.00
Paving Dam	72 lin.ft.	20.00	1,440.00
			$ 1,484,725.55

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,500.00
Stage Construction Striping	All Required	5,000.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainees (8 @ $800)	All Required	6,400.00
		$ 20,900.00
	Subtotal	$ 1,505,625.55
	Engineering	150,625.45
	Total	$ 1,656,251.00

Length of Project	17.52 mile
Overlay Cost of Roadway per Mile	$111,676.37
Safety Cost of Roadway per Mile	$ 94,534.87

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Overlay	$1,956,570.00	$1,805,522.00	$151,048.00
Safety	1,656,251.00	1,528,388.00	127,863.00
Total	$3,612,821.00	$3,333,910.00	$278,911.00

Contract No.	8060
Prefix	610-1048
Group 1	98%

#8060

September 9, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Re: Canyonville-Glendale Junction Sec.
Pacific Highway
Douglas County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached applications completed by you.

Information required is:

Your telephone number, the name and address of the Project Supervisor doing this work and your signature on page 2 on both applications.

You may expedite this matter by returning the completed applications as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
Curtis Duval

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD Pemit No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

5-31-74

FOR DIVISION USE:
Please return by ____________
Date received ____________
Permit No. ____________
Waterway ____________
County ____________

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq)

(Please Print)

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Address P. O. Box 86 Telephone ____________

City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name ____________

Address ____________ Telephone ____________

City ____________ State ____________ Zip Code ____________

3. Property Owner's Name Oregon State Highway Division

Address State Highway Building Telephone 378-6558

City Salem State Oregon Zip Code 97310

4. Will the project be removal X fill ______ combination ______ riprap X

5. Will your fill consist of rock X gravel ______ sand ______ silt ______ other ______

Will your removal consist of rock ______ gravel X sand ______ silt X other ______

6. Volume of fill material required: annually ______ total project 700 Cu. Yds.

Volume of removal required: annually ______ total project 1200 Cu. Yds.

7. Name of waterway affected by project Cow Creek

a. Tributary of Wolf Creek

b. ~~Rxxxxxxxx~~ NW 1/4 Section 22 Township 32 S Range 5 W

c. County Douglas

d. Popular local description of project location: Cow Creek Bridge on Interstate 5 Highway

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Place riprap around other existing footings as shown on plans.

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Name

Permit No.

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Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed

Title

Date

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Letter from Planning Agency if required by Rule 85-205

Send To: **Director, Division of State Lands**
1445 State Street
Salem, Oregon 97310

OSHD PERMIT NO. 96 - Additional
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
July 12, 1974

FOR DIVISION USE:
Please return by ______
Date received ______
Permit No. ______
Waterway ______
County ______

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(ORS Chapter 541.605 et seq)

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Address P. O. Box 86 Telephone ______

City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name ______

Address ______ Telephone ______

City ______ State ______ Zip Code ______

3. Property Owner's Name Mr. W. F. Martin

Address Old Highway 99 North, Box 26 Telephone ______

City Glendale State Oregon Zip Code 97442

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5. Will your fill consist of rock ______ gravel X sand ______ silt ______ other Crushing Reject Material

Will your removal consist of rock ______ gravel X sand ______ silt ______ other Bar Run

6. Volume of fill material required: annually ______ total project N/A

Volume of removal required: annually ______ total project 85,000 Cu. Yds.

7. Name of waterway affected by project Cow Creek

a. Tributary of Wolf Creek

b. River mile ______ Section 25 & 36 Township 32 S Range 6 W

c. County Douglas

d. Popular local description of project location: Cow Creek near Interstate Highway No. 5

8. What is the purpose of your project? To obtain material for surfacing aggregate.

Name

Permit No.

Application for Removal or Fill Permit

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Signed

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Date

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

ADDITIONAL INFORMATION

This material source is in an area of Cow Creek that caused flood damage to adjacent landowners during the flood of 1974. It is their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property from future damage. Since gravel material is needed for the highway surfacing and this source is so close it seems appropriate that our needs could be satisfied while improving this flood problem area.

Following are copies of letters from the Cow Creek District Improvement Co., Wildlife Commission and Douglas County Water Resources Survey, extracted material from the preliminary Environmental Negative Declaration and a copy of the preliminary development plan concerning this proposal.

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

September 5, 1974

J. C. Compton Company
P. O. Box 88
McMinnville, OR 97128

[illegible]
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 6 - 1974
ROAD
DESIGN

Requires Reply
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ____/
Other

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Canyonville-Glendale Junction Section of the Pacific Highway in Douglas County for the sum of $3,372,747.55. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8060.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Callagher
A. Shirley
Curtis Duval
Don Trout
Wm. Geibel (SAIF)

8060 Canyonville-Glendale Jct. 1974
Sec. of Pacific Hwy.
(grade,pave,sign,structure) #1

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

NOTED
E. S. HUNTER

ATTENTION: Mr. Glenn Hossner

RE: Payment of Royalty to Owners
For Material From State-furnished
Sources
Your Reference: 10-41-B3

Dear Sir:

In your letter of July 19, 1974 approving Interstate participation in royalty payments on the Canyonville-Glendale Junction Section, you suggested that we might consider another method of royalty payments whereby the contractor would make these payments directly to the owner.

Our basic reason for the State making royalty payments directly to the owner is to insure that the owner receives the prompt and full payment for material in accordance with the agreement between the owner and the State. Negotiations for material sources are normally rather difficult at their best and any foul-up in the reimbursement to owners would probably make future negotiations more difficult. For this reason, we propose to continue to use the current method even though some additional paper work may be involved.

Very truly yours,

F. B. Klaboe, Administrator and
State Highway Engineer

By ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bc: E. S. Hunter
C. G. Swenson

Salem, Oregon

August ~~7~~ 26, 1974

MEMORANDUM TO THE FILES

D. N. Stoudenmeyer, Preliminary Design Supervisor

Mandatory Material Source - Martin Bar
Canyonville-Glendale Section
Pacific Highway
10-41-B3

On August 2 a rough draft was written for Mr. Klaboe to send to the FHWA objecting to mandatory material sources on the basis that State efforts towards this end would be paid by State funds while a contractors efforts for same would be in the contract price and covered by Federal funds.

Mr. Hunter returned the rough draft questioning why we can not charge all State costs for such an action. In checking with Mr. Yarbrough and Mr. Swan we discover that apparently engineering charges as well as site options, etc. can be covered by Federal funds providing we make a convincing case for the mandatory source.

Apparently the rough draft was in error so we will retract it although the Design Section is not thoroughly convinced that total Federal coverage will always be available.

8-26-74
Vensteeg
Respond direct to FHWA
ESH.

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DNS:we
cc: E. S. Hunter
F. W. Yarbrough
D. E. Swan

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 19, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(78)82
Canyonville-Glendale Junction Section
Pacific Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in your request for Interstate participation in the royalty to be paid in connection with the Martin Bar gravel source as requested in Mr. Rulien's July 15 letter. The royalty cost for native materials is inherent in the cost of construction. Therefore, separate requests for participation are not necessary unless unusual circumstances are involved.

I was surprised to note that the State will be paying the royalty directly to the landowner. You may wish on future projects to write the agreement and construction contract in such a manner that the contractor would make the payment to the landowner. This may reduce the paper work involved.

G. K. Hossner
for G. L. Green

Attachment
State's 7/15/74 ltr

RECEIVED
STATE HWY ENGR
JUL 22 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/IR	Sign	Act	File
					✓	

RECEIVED

ROUGH DRAFT FOR MR. KLABOE'S CONSIDERATION

August 2, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Mandatory Material Source - Martin Bar
Canyonville-Glendale Section
Pacific Highway
10-41-B3

Your July 16 letter concerning approval of the Martin Bar as a mandatory material source brings up a point that should be made clear. Your final sentence says that the State's additional engineering efforts should be more than offset by reduced contractor's efforts.

This would be fine except for one problem. The State's efforts are paid for with State funds while the contractor's efforts are included in the bid price and covered by Federal funds. Unfortunately, we do not have sufficient funds for the additional engineering efforts, but we will be glad to do such engineering work if Federal money can be made available.

DNS:we kmb

bc: E. S. Hunter
J. H. Versteeg

Original draft w/note
returned to Stockenmeyer
8-5-74

8-5
[illegible]

#8060

I-5

Salem, Oregon

August 22, 1974

Alfred Shirley, Region III Engineer

J. H. Versteeg, Road Design Engineer

Canyonville-Glendale Junction Section
Pacific Highway
Douglas County
Cow Creek Material Source (Martin Bar)

In Al Bates letter to you dated August 16, 1974 he recommended that two additional gravel bars be added to the plans for this project.

As you know this project was advertised on August 8, 1974 for bid opening on August 29, 1974. It is too late now to get out an addendum in time to notify all bidders and be able to certify to the FHWA that all bidders received the addendum.

Also the approved EIS for the project did not cover the use of the two additional bars. If we were to add them at this time the EIS would have to be revised accordingly and would delay the project.

If, during construction, it becomes necessary to use the two additional gravel bars arrangements will have to be made at that time.

CGS:we
cc: C. T. Keasey
Gary A. Potter
C. G. Swenson

2 Tarpin T
Scott
Swenson
R. Olson
1 Trout

AUG 1974

ROAD
DESIGN
SECTION

Return
Bring Up
Other

8060

8-20-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(78)82;ER-284(1) &

STATE PROJECT NO. ERFO-284(3)

CANYONVILLE-GLENDALE SECT.

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME DOUGLAS
	ITEM NO. I-791, ER-4 &40	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO
Hunter
FOR
Info | Rves | S/D | | | Act ✓ | File

DATE PS&E APPROVED AUGUST 7, 1974	DATE AUTHORIZATION EFFECTIVE AUGUST 7, 1974	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL. 17.48 MILES PERMANENT ER RESTORATION. TOTAL ESTIMATED COST $4,347,494

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

REPAIR CRACKS AND PREFINISH WORK BENT #4	$3,000
CONSTRUCT RIPRAP DIKE ALONG COW CREEK	4,000
PERMANENT PAVEMENT STRIPING	8,500
STAGE CONSTRUCTION STRIPING	5,000
TEMPORARY EROSION CONTROL	1,000
ON THE JOB TRAINING	6,400

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 2, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG [illegible] 1974
OFFICE OF
[illegible]

8-26-74
ORIGINAL TO
L.W. Rulien
with title sheet

DATE 8-20-74	SIGNATURE OF APPROVING OFFICIAL G L Green	TITLE DIVISION ENGINEER

[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

#8060

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
August ~~16~~, 1974
19

By B. W. Johnson

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Canyonville-Glendale Jct. Section
Pacific Highway

In Mr. Brummit's Memorandum to the Files, dated August 6, 1974, he mentions that the latest computations indicate the need of approximately 106,000 cubic yards of aggregate for the subject project.

Based on this computation it is estimated that we may be as much as 10,000 cubic yards short of bar run material depending on the amount of material that is rejected during the production of aggregates.

As a precautionary measure to insure sufficient material sources, it is recommended that two additional gravel bars located upstream from Bar No. 1 be added to sheet 2K of the Plans. (Revised sheet 2K enclosed)

Mr.Martin was contacted August 15, 1974 and he is agreeable to the addition of these bars.

1 J
2 T
copy
copy

ROSEBURG REGION
RECEIVED
AUG 19 1974

8-19-74

CC: Al Bates - Please have Bob have amended agreement drawn up to include new bars.

J. H. Versteeg ✓
Art Brummitt

FORM R-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 6, 1974 File # 48321

TO MEMORANDUM TO THE FILES

FROM Art Brummitt, Senior Specifications Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5

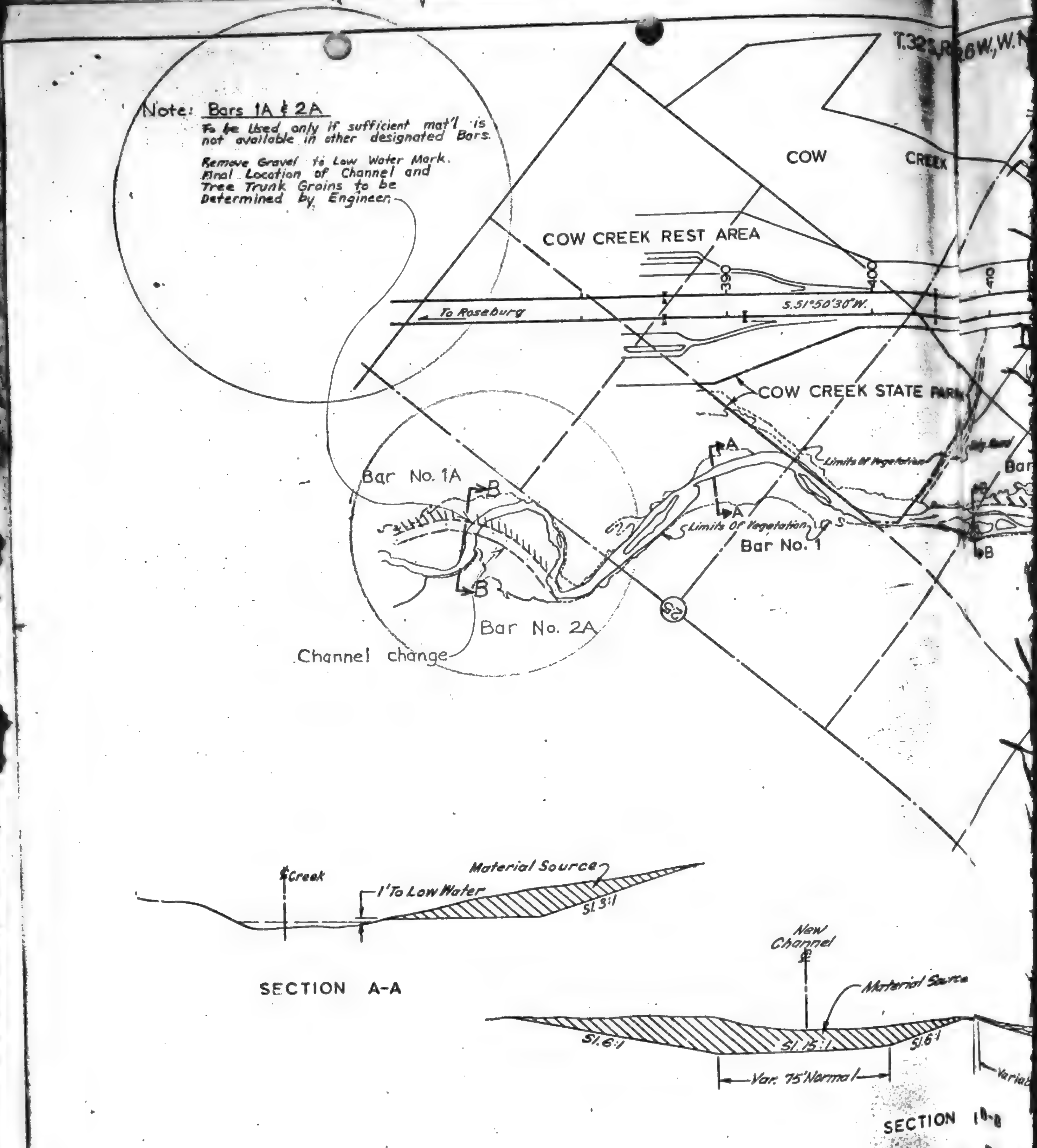
The E.I.S. for the subject project and the "Lease and Sale of Road Materials" for the Martin Gravel Bar both state that the subject project requires approximately 85,000 cubic yards of aggregates. The latest computations indicate the need of approximately 106,000 cubic yards of aggregates.

RECEIVED
AUG 8 1974
ROSEBURG R/W

AB:jh
cc: J. H. Versteeg
Gary Potter
John Oakes

Received 8-14-74
Res. Engr. office

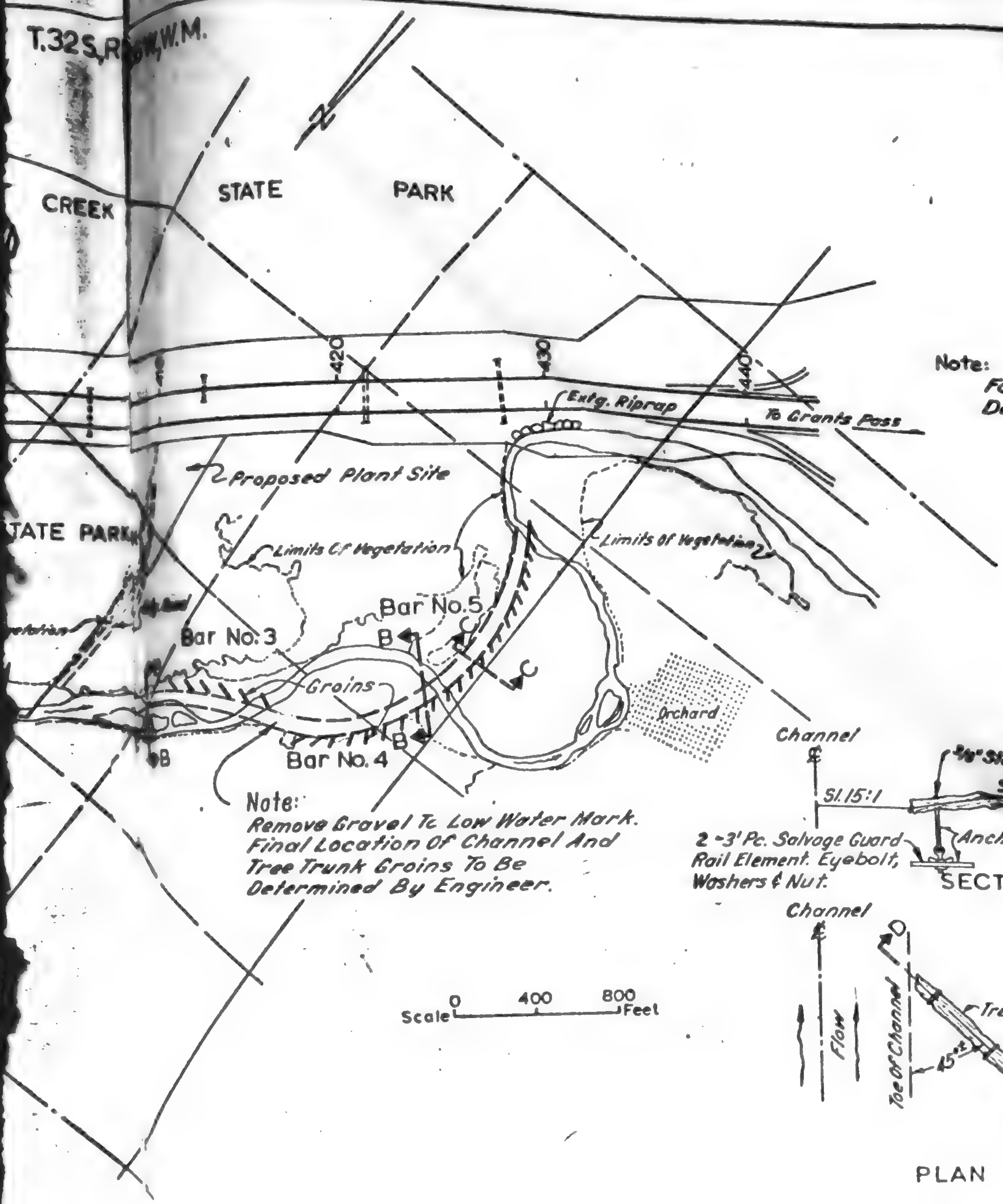
RIGHT OF WAY SECTION
RECEIVED
[illegible] 1974
③
LA RS
FAS RO LE US IA FAJ


T.32S,R.6W,W.M.
Note: Bars 1A & 2A
To be Used only if sufficient mat'l is not available in other designated Bars.
Remove Gravel to Low Water Mark. Final Location of Channel and Tree Trunk Grains to be Determined by Engineer.
COW CREEK
COW CREEK REST AREA
390
400
410
To Roseburg
S.51°50'30"W.
COW CREEK STATE PARK
Limits Of Vegetation
Limits Of Vegetation
A
A
B
B
B
Bar No. 1A
Bar No. 1
Bar No. 2A
Bar
Channel change
25
¢ Creek
Material Source
1' To Low Water
Sl. 3:1
SECTION A-A
New Channel ¢
Material Source
Sl. 6:1
Sl. 15:1
Sl. 6:1
Var. 75' Normal
Variab
SECTION B-B

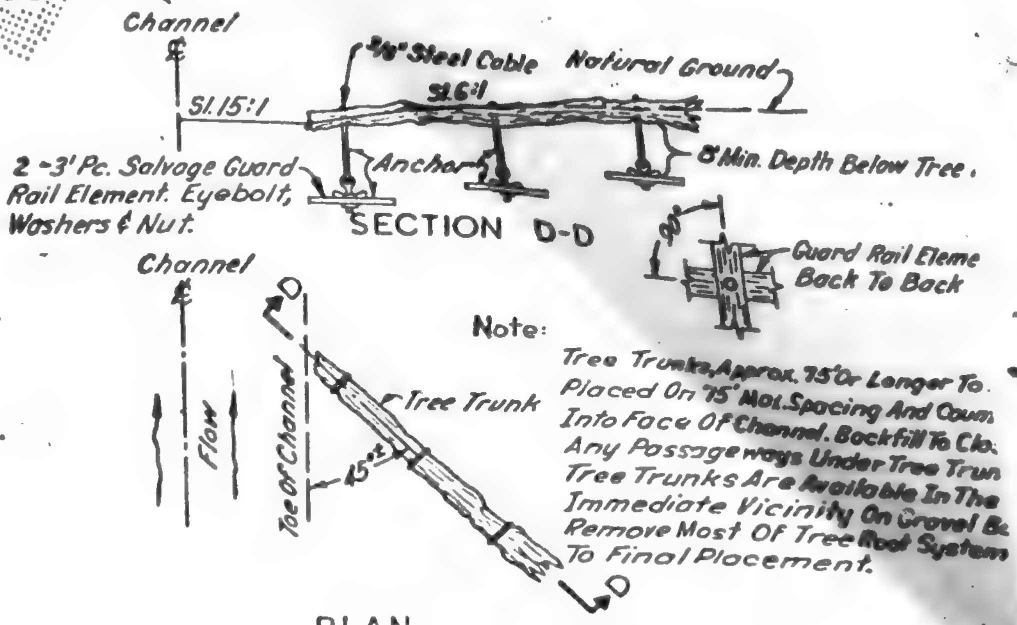
MANDATORY MATERIA

CANYONVILLE-GLENDALE
PACIFIC HIGHWAY
DOUGLAS COUNTY

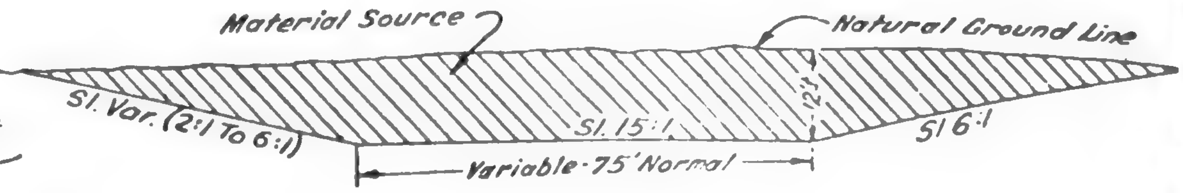
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	F-5-2(78)82	


T.32 S., R. 6 W., W.M.
CREEK
STATE PARK
STATE PARK
420
430
440
Extg. Riprap
To Grants Pass
Proposed Plant Site
Limits Of Vegetation
Limits Of Vegetation
Bar No. 3
Bar No. 5
Bar No. 4
Groins
B
B
B
C
C
Orchard
Note:
Remove Gravel To Low Water Mark. Final Location Of Channel And Tree Trunk Groins To Be Determined By Engineer.
Scale 0 400 800 Feet

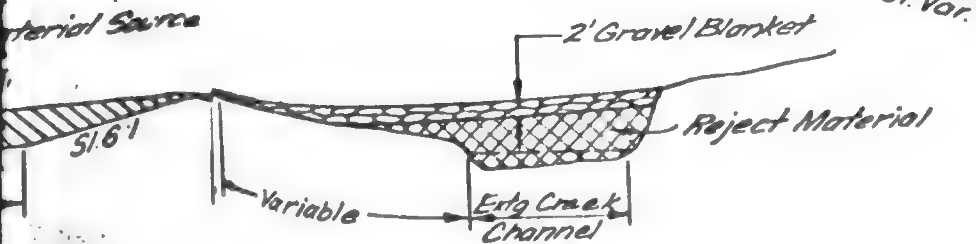
Note:
For Temporary Truck Speed Change L
Detail, See Sht. 2G.


Channel ℄
3/4" Steel Cable
Natural Ground
Sl. 15:1
Sl. 6:1
2 - 3' Pc. Salvage Guard Rail Element. Eyebolt, Washers & Nut.
Anchor
5' Min. Depth Below Tree.
SECTION D-D
90°
Guard Rail Eleme
Back To Back
Channel ℄
D
D
Flow
Toe Of Channel
Tree Trunk
45°±
PLAN
Note:
Tree Trunks Approx. 75' Or Longer To
Placed On 75' Max. Spacing And Coun
Into Face Of Channel. Backfill To Clo
Any Passageways Under Tree Trun
Tree Trunks Are Available In The
Immediate Vicinity On Gravel Ba
Remove Most Of Tree Root System
To Final Placement.

GROIN PLACEMENT DETAILS


Material Source
Natural Ground Line
Sl. Var. (2:1 To 6:1)
Sl. 15:1
2'±
Sl. 6:1
Variable - 75' Normal

SECTION C-C


terial Source
2' Gravel Blanket
Reject Material
Sl. 6:1
Variable
Extg Creek Channel

SECTION B-B

MATERIAL SOURCE

#8060

FORM E.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 16, 1974

TO MEMORANDUM TO THE FILES

Donald L. Trout

FROM Donald L. Trout, Design Office Engineer

SUBJECT Cow Creek Material Source
Canyonville-Glendale Jct.
Pacific Highway
Douglas County

The development plan for this material source calls for the placement of reject material in the old channel and covering it with a two foot gravel blanket.

The Wildlife Commission in reviewing the Division of State Lands Removal/Fill Permit application objected to this. It was their concern that the reject material would contain fine silt and clay that would harm fish life if the gravel blanket failed during high water. Tests of samples of the material revealed only a small percentage of fines and no measurable amount of clay. With this information Mr. Dick Lenz discussed the matter with Mr. Jim Lauman, Wildlife Commission. Mr. Lauman agreed there would be no problem in the absence of fine or clay material. The Division of State Lands has agreed to delete this objection from the Special Conditions of the Removal/Fill Permit.

DLT:jh
cc: Frank Terpin
C. G. Swenson
Al Bates

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 16 1974
ROAD
DESIGN
SECTION

Requires Approval
Receiver Keep ☐
Do not file
Return
Bring up
Other

CANNONVILLE - GLENDALE JCT.
AZALEA - GLENDALE JCT.
Joint/shoulder Condition

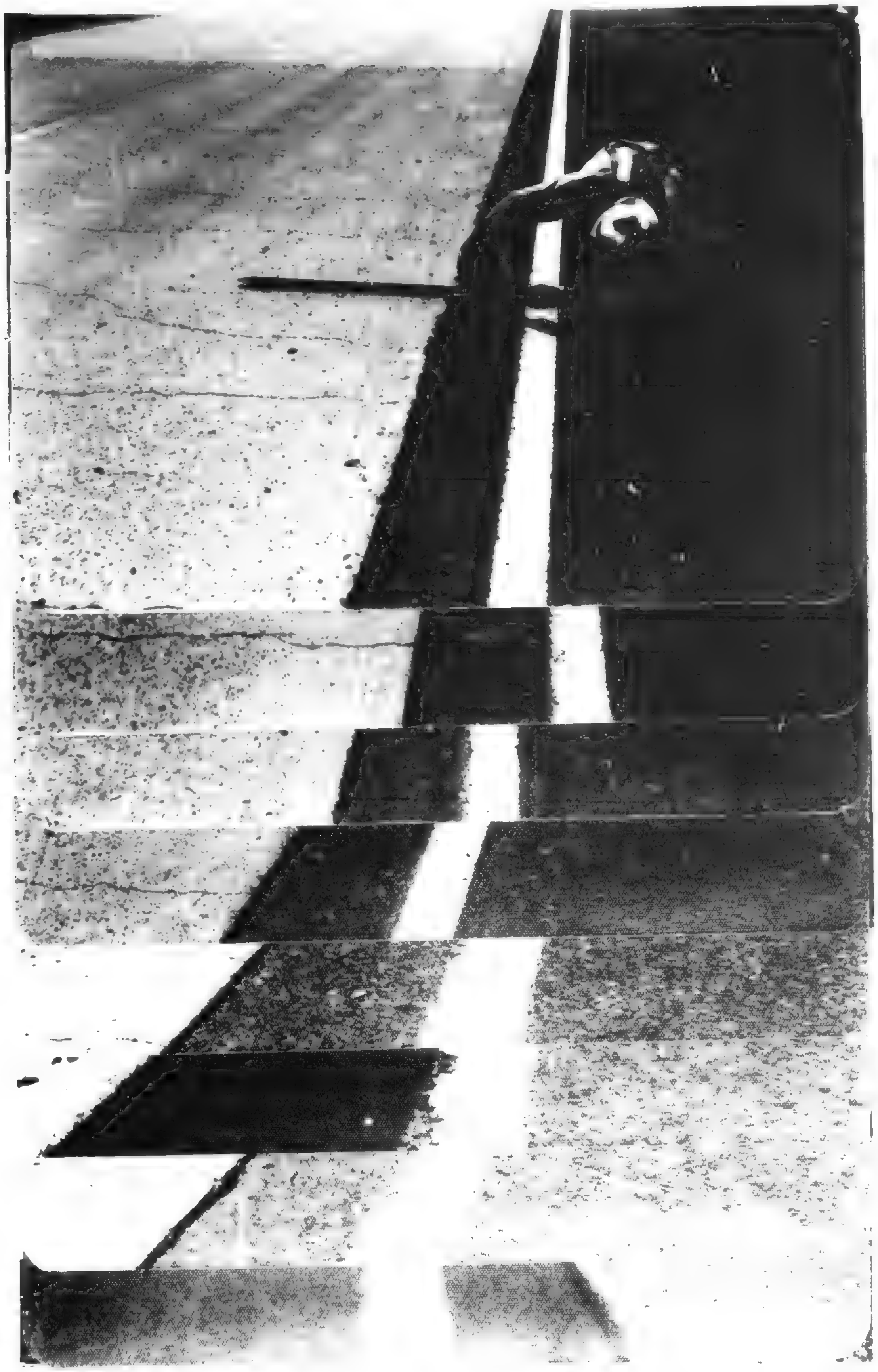


Photo. No.	Dist Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

JGT.

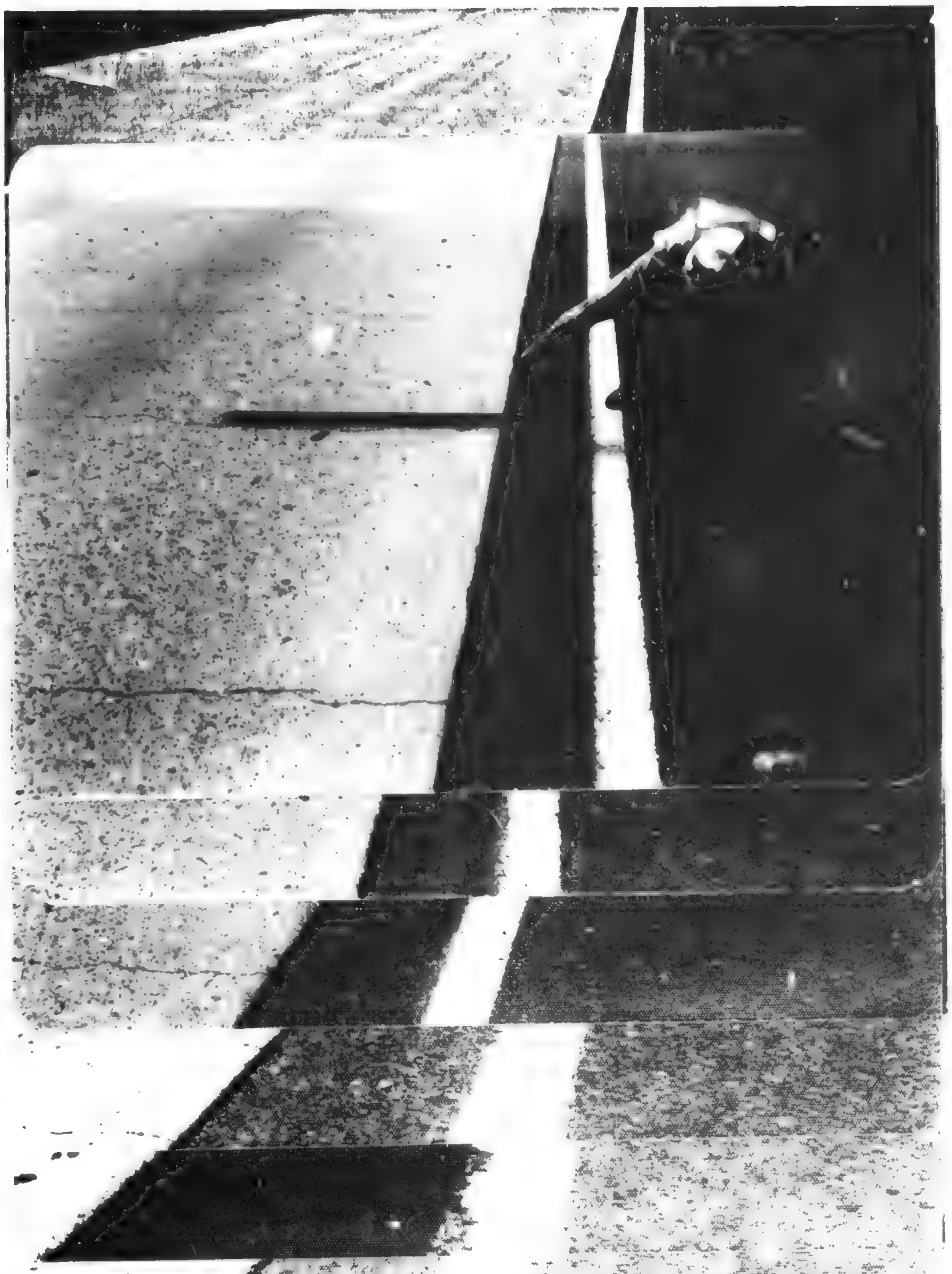
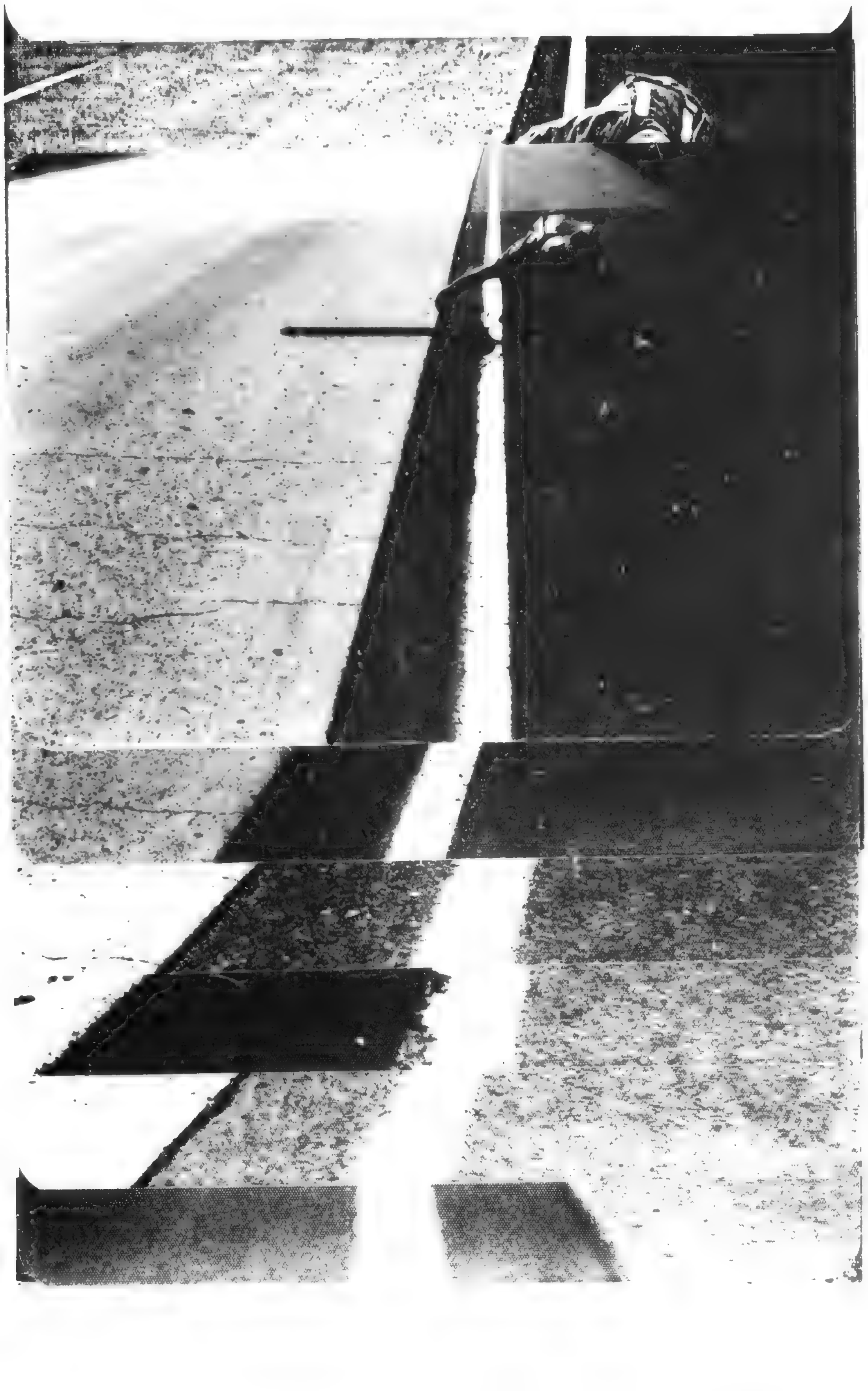


Photo. No.	Dist Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.15	1 3/16

ATTACH. "A"

JGT.



8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16
Photo. No.	Dist. Beg. Mi.	Edge Drop In.

ATTACH. "A"

UGT.

Photo. No.	Dist Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16
Photo. No.	Dist. Beg. Mi.	Edge Drop In.

ATTACH. "A"

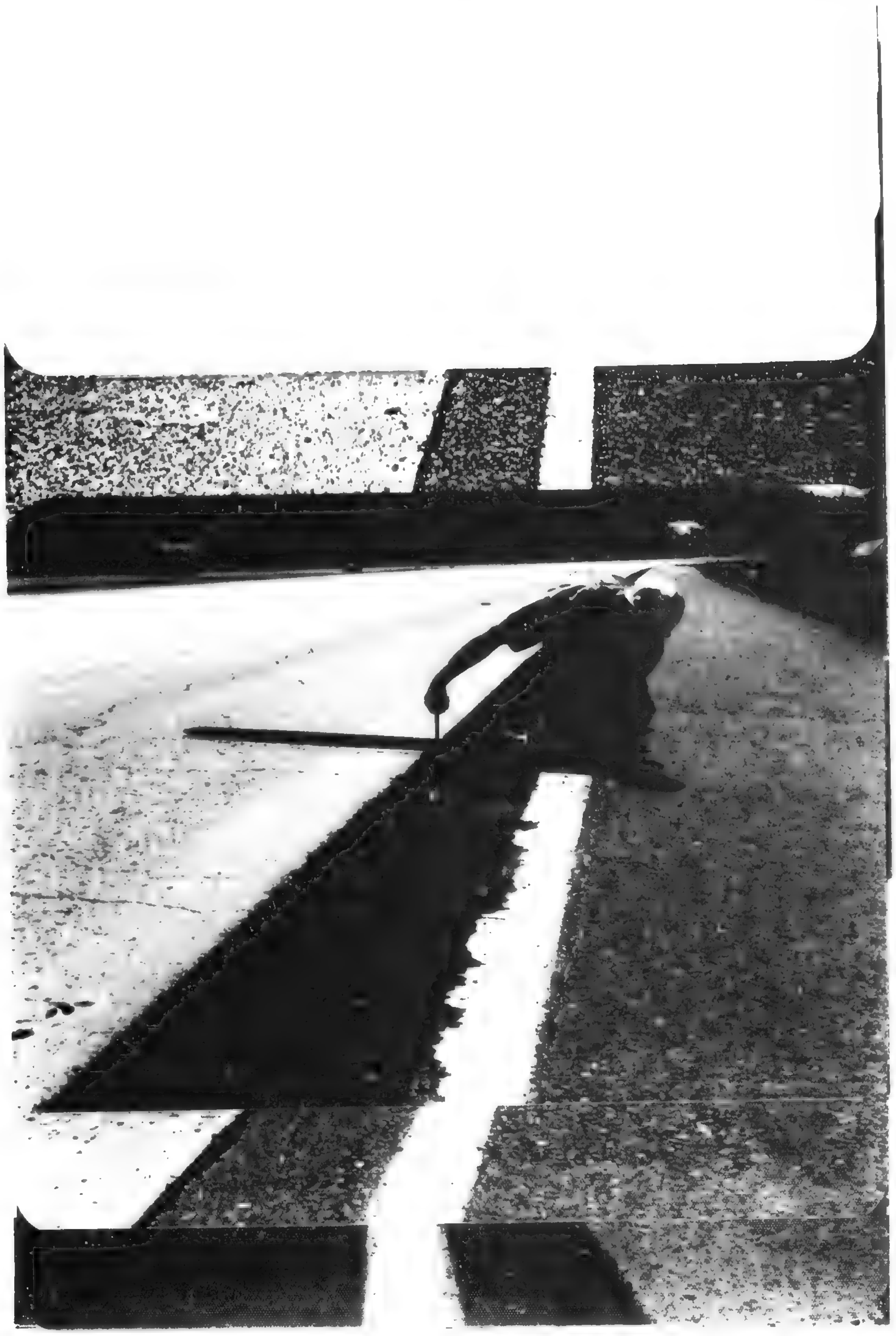


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

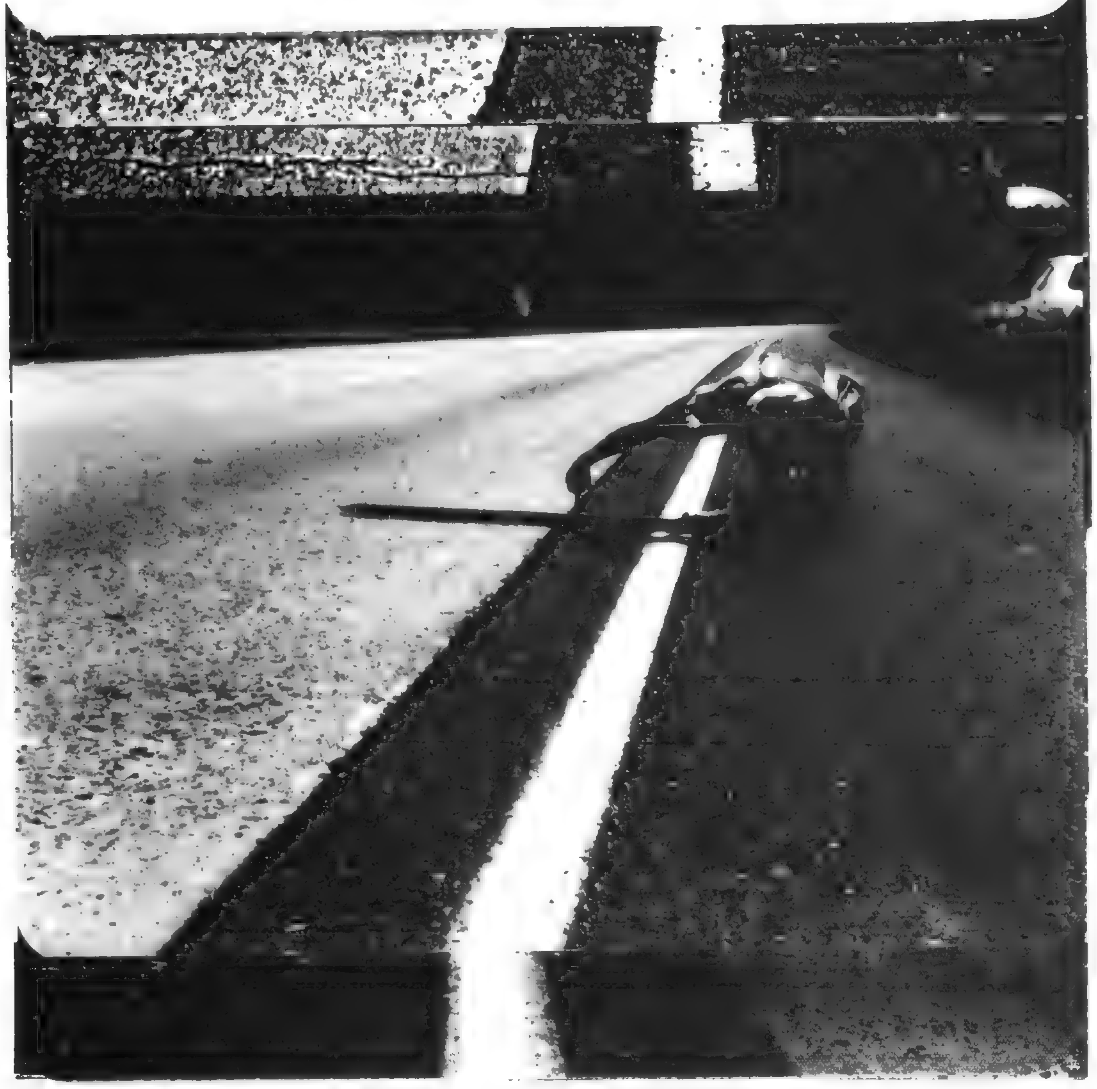


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

Joint/shoulder condition (cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	[illegible]	1/2
13	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	[illegible]
[illegible]	Dist ft	Edge Drop in

cont.)

18	6.15	1/4
17	[illegible]	1/4
16	[illegible]	[illegible]
15	[illegible]	1/2
14	[illegible]	[illegible]
13	[illegible]	1/8
[illegible]	[illegible]	1/8
	[illegible]	1/8
[illegible]	[illegible]	1/8
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	[illegible]	[illegible]
13	[illegible]	1/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

cont.)

18	6.15	1/4
17	[illegible]	1/4
16	5.1	1/2
15	3.85	1/2
14	[illegible]	[illegible]
13	[illegible]	1/8
[illegible]	[illegible]	1/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	[illegible]

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
[illegible]	3.55	7/8
[illegible]	3.15	7/16
[illegible]	[illegible] Seg Mi	Edge Drop In

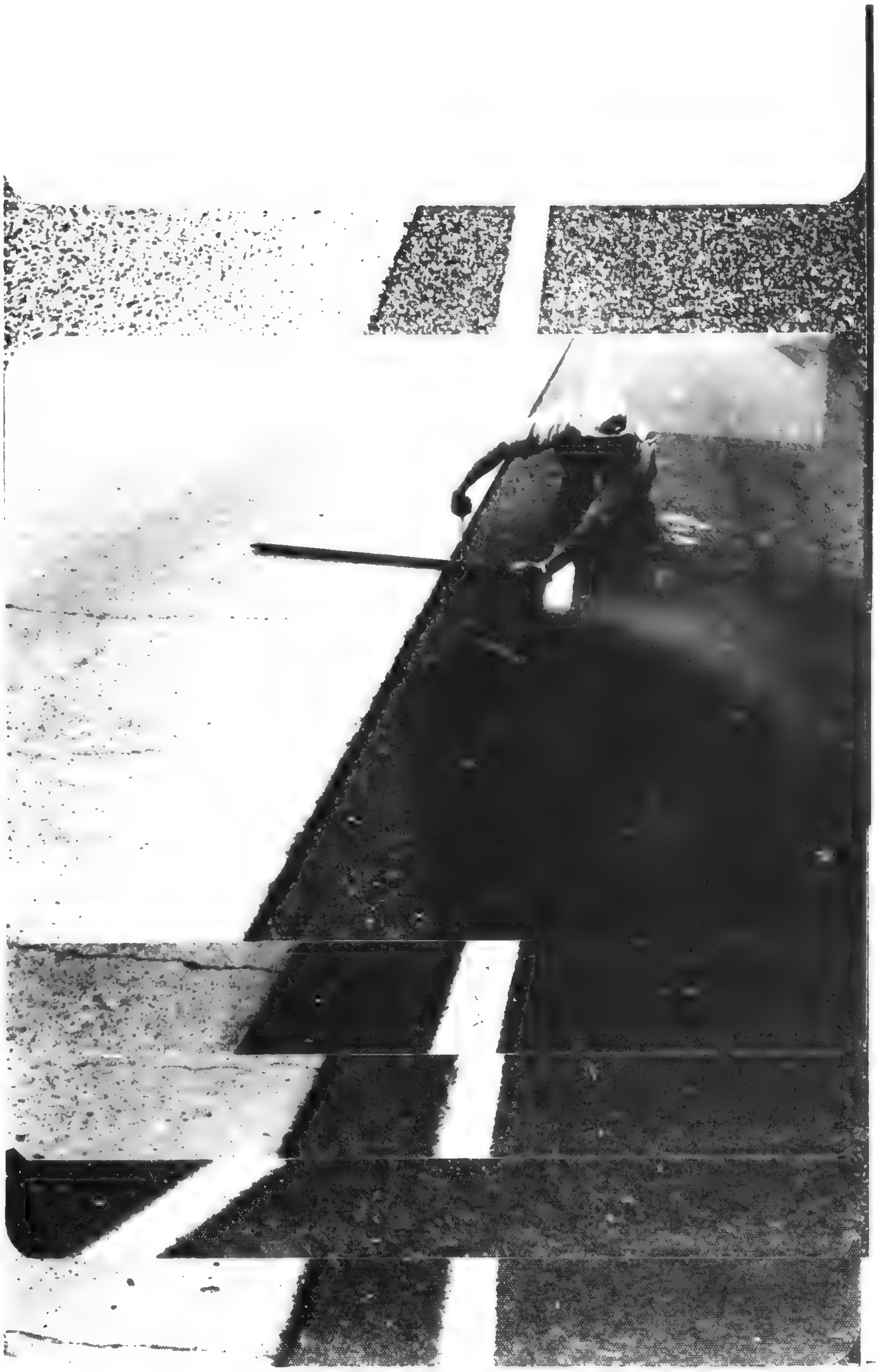


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

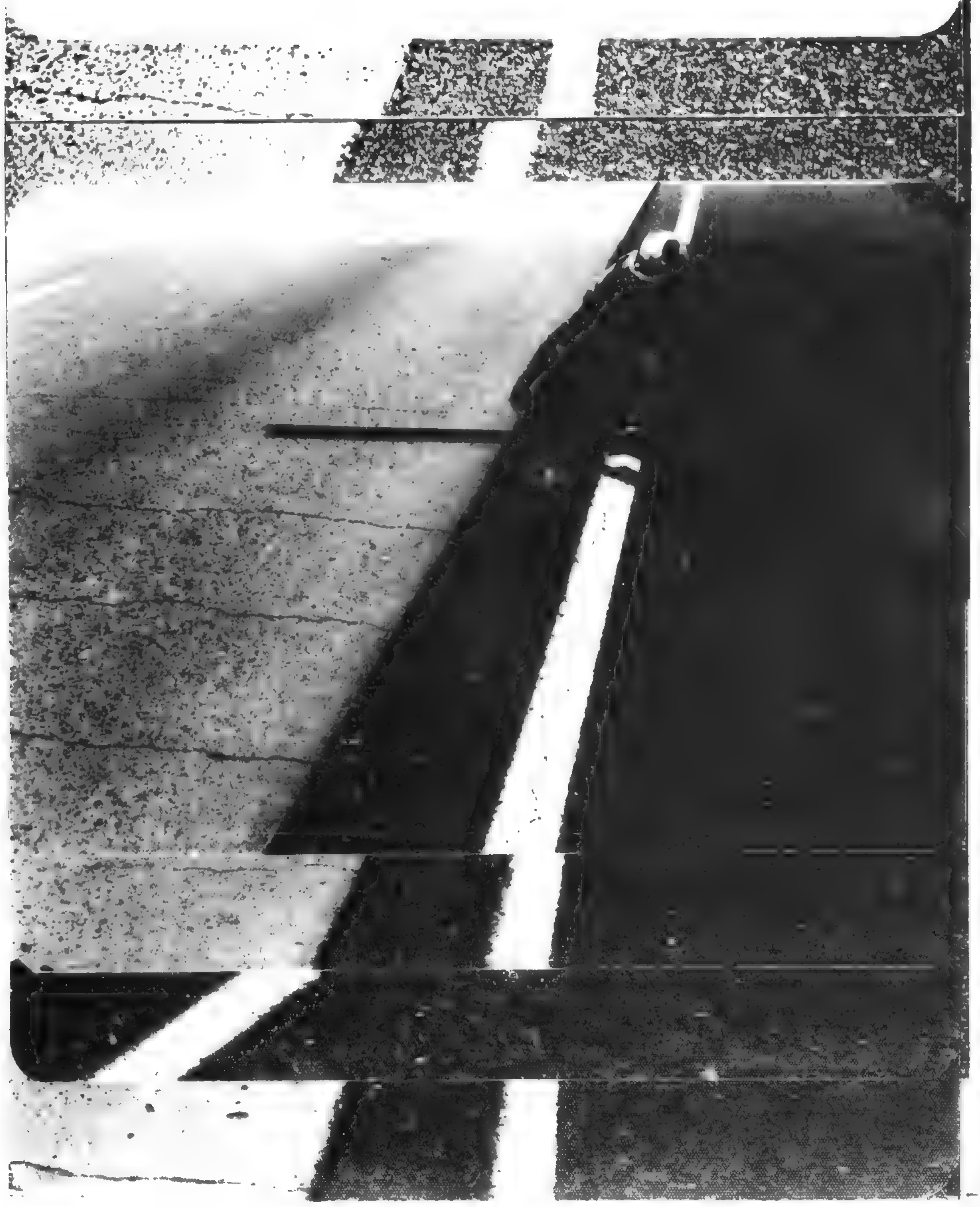


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

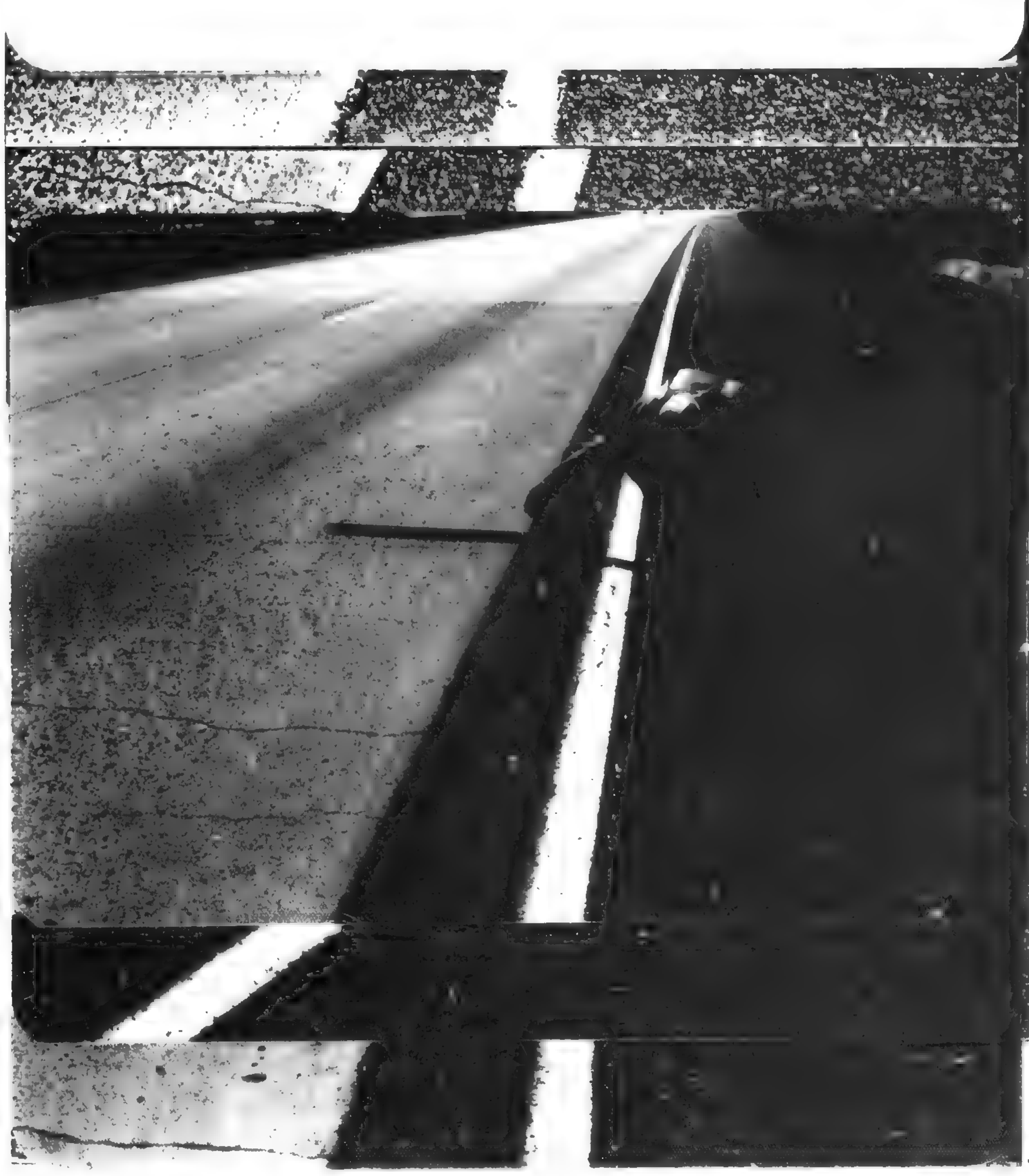
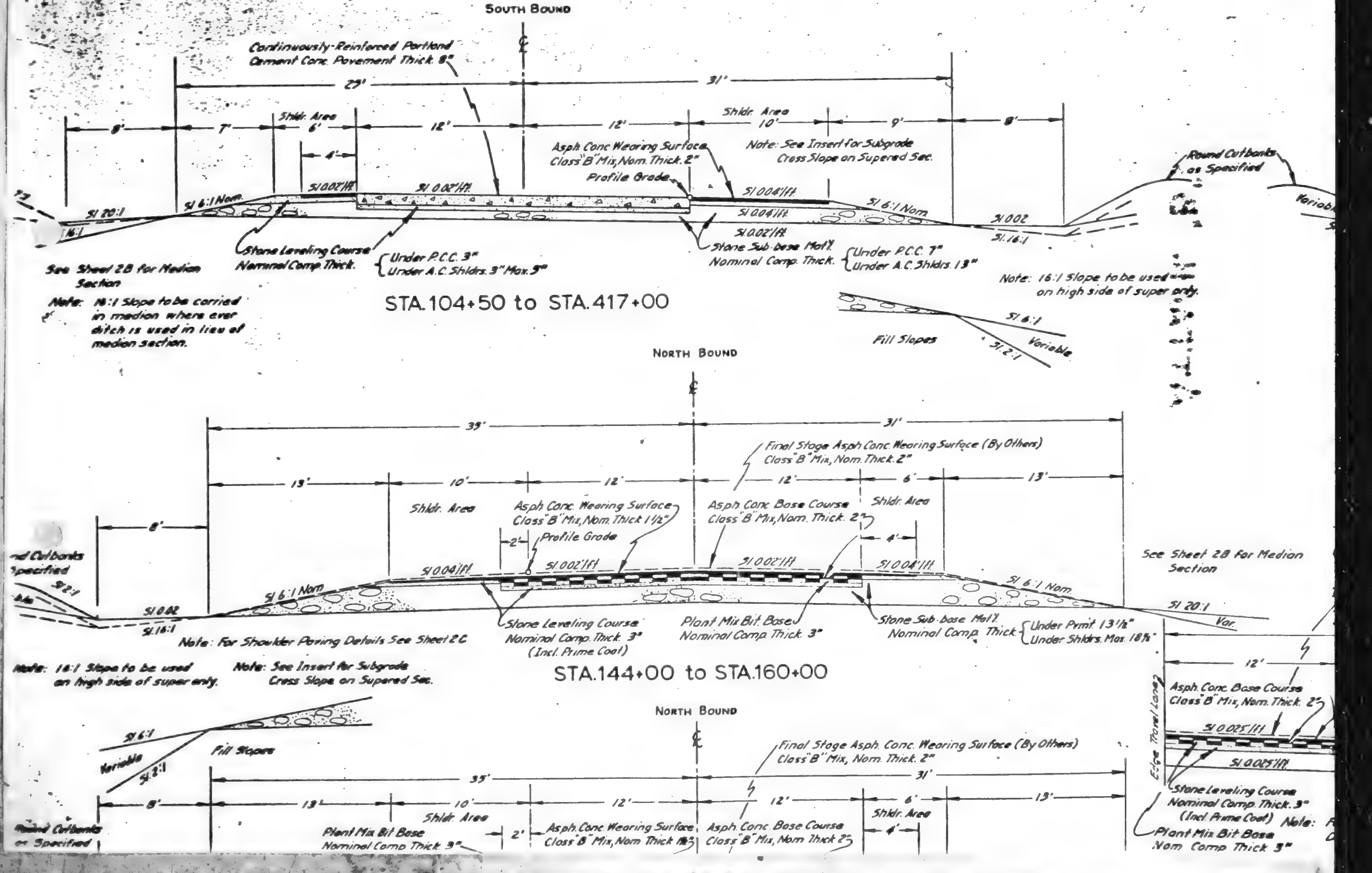


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

Photo. No.	Dist. Beg. Mi.	Edge. Drop. In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

Photo. No.	Dist. Beg. Mi.	Edge. Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

TYPICAL SECTIONS

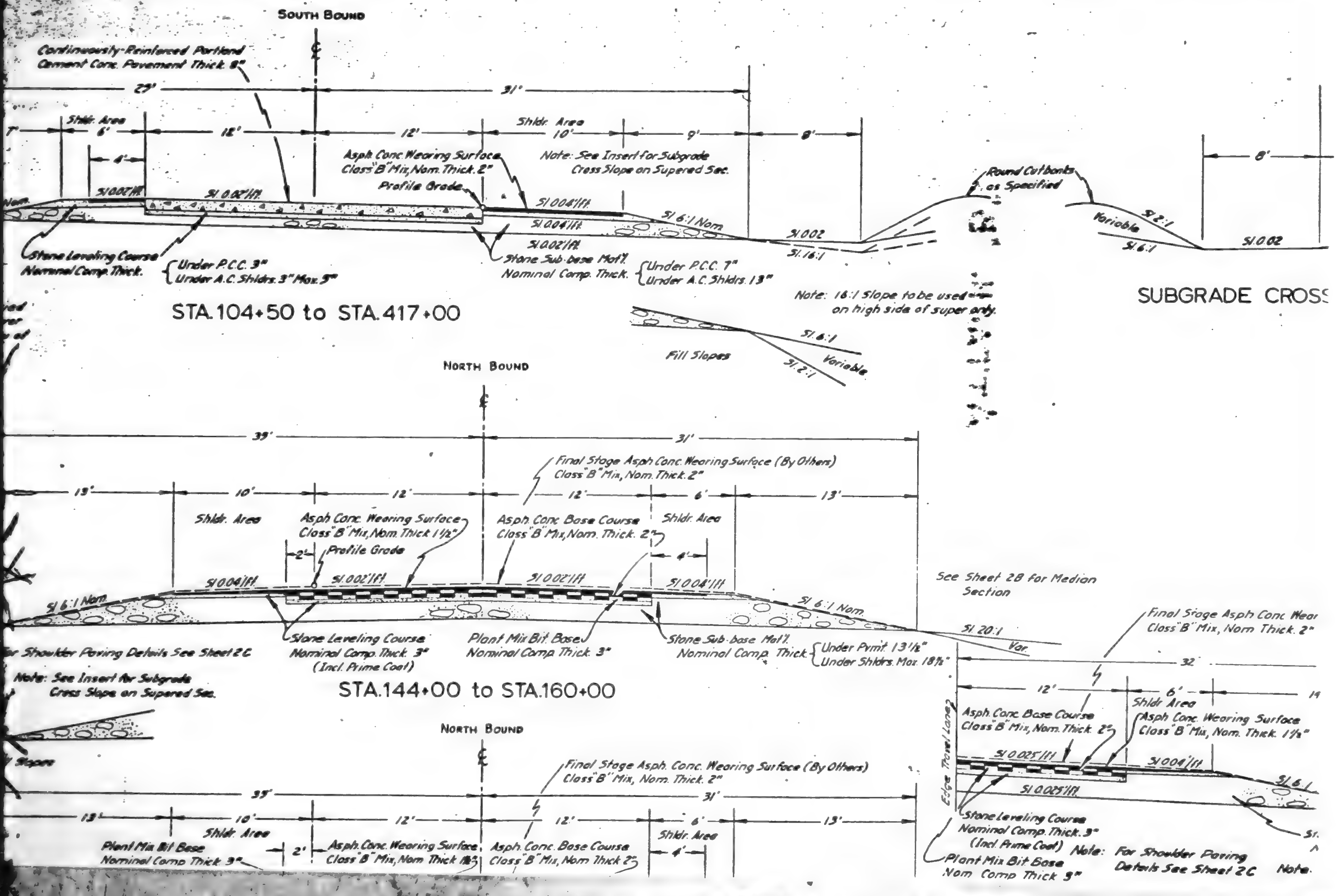


STA.104+50 to STA.417+00

STA.144+00 to STA.160+00

South Bound
Continuously-Reinforced Portland Cement Conc. Pavement Thick. 8"
29'
31'
8'
7'
Shldr. Area 6'
4'
12'
12'
Shldr. Area 10'
9'
8'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 2"
Profile Grade
Note: See Insert for Subgrade Cross Slope on Supered Sec.
Round Cutbanks as Specified
Variable
Sl. 20:1
16:1
Sl. 6:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 6:1 Nom.
Sl. 0.02
Sl. 16:1
Stone Leveling Course Nominal Comp. Thick. {Under P.C.C. 3" Under A.C. Shldrs. 3" Max. 5"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under P.C.C. 7" Under A.C. Shldrs. 13"
See Sheet 2B for Median Section
Note: 16:1 Slope to be carried in median where ever ditch is used in lieu of median section.
Note: 16:1 Slope to be used on high side of super only.
Sl. 6:1
Variable
Sl. 2:1
Fill Slopes
North Bound
35'
31'
13'
10'
12'
12'
6'
13'
8'
Shldr. Area
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick 1½"
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Shldr. Area
2'
Profile Grade
4'
Round Cutbanks as Specified
Sl. 2:1
Sl. 0.02
Sl. 16:1
Sl. 6:1 Nom.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 6:1 Nom.
Sl. 20:1
Var.
See Sheet 2B for Median Section
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Stone Sub-base Mat'l. Nominal Comp. Thick {Under Pvmt. 13½" Under Shldrs. Max. 18½"
Note: For Shoulder Paving Details See Sheet 2C
Note: 16:1 Slope to be used on high side of super only.
Note: See Insert for Subgrade Cross Slope on Supered Sec.
Sl. 6:1
Variable
Sl. 2:1
Fill Slopes
North Bound
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
35'
31'
8'
13'
10'
12'
12'
6'
13'
Shldr. Area
Shldr. Area
2'
4'
Round Cutbanks as Specified
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick 2"
12'
Edge Travel Lane
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Sl. 0.025'/ft.
Sl. 0.025'/ft.
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nom. Comp. Thick. 3"
Note:

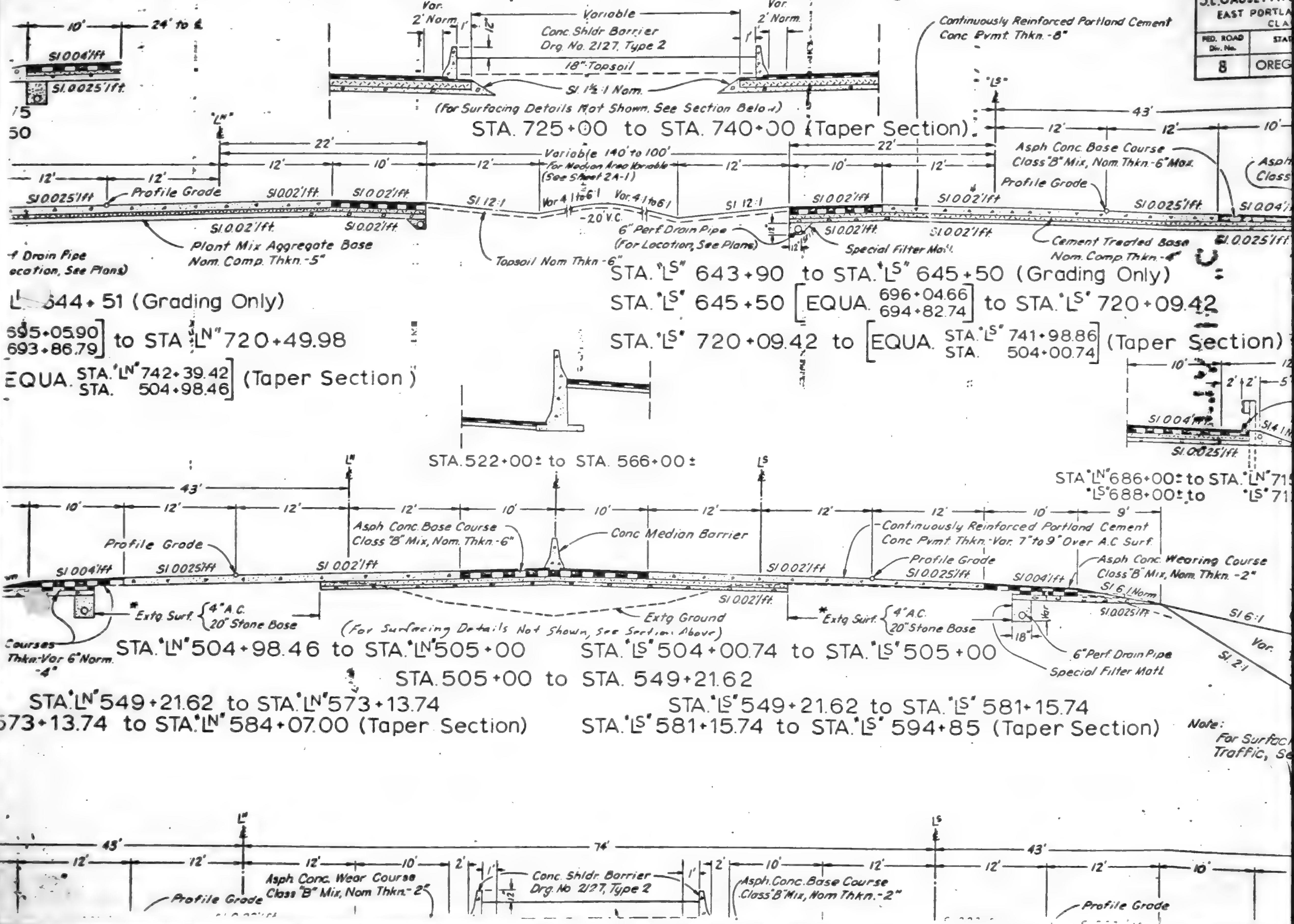
TYPICAL SECTIONS


SOUTH BOUND
Continuously-Reinforced Portland Cement Conc. Pavement Thick. 8"
27'
31'
7'
Shldr. Area 6'
4'
12'
12'
Shldr. Area 10'
9'
8'
8'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 2"
Profile Grade
Note: See Insert for Subgrade Cross Slope on Supered Sec.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 6:1 Nom.
Sl. 0.02
Sl. 16:1
Round Cutbanks as Specified
Variable
Sl. 2:1
Sl. 6:1
Sl. 0.02
Stone Leveling Course Nominal Comp. Thick. {Under P.C.C. 3" / Under A.C. Shldrs. 3" Max. 5"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under P.C.C. 7" / Under A.C. Shldrs. 13"
Note: 16:1 Slope to be used on high side of super only.
SUBGRADE CROSS
STA. 104+50 to STA. 417+00
Fill Slopes
Sl. 6:1
Variable
Sl. 2:1
NORTH BOUND
39'
31'
13'
10'
12'
12'
6'
13'
Shldr. Area
Shldr. Area
2'
4'
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick 1½"
Profile Grade
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 6:1 Nom.
Sl. 6:1 Nom.
Sl. 20:1
Var.
See Sheet 2B for Median Section
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under Pvmt. 13½" / Under Shldrs. Max. 18½"
For Shoulder Paving Details See Sheet 2C
Note: See Insert for Subgrade Cross Slope on Supered Sec.
Slopes
STA. 144+00 to STA. 160+00
NORTH BOUND
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
35'
31'
13'
10'
Shldr. Area
12'
12'
6'
Shldr. Area
13'
2'
4'
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Final Stage Asph. Conc. Wear Class "B" Mix, Nom. Thick. 2"
32
12'
6'
Shldr. Area
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 1½"
Edge Travel Lane
Sl. 0.025'/ft.
Sl. 0.04'/ft.
Sl. 0.025'/ft.
Sl. 6:1
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nom. Comp. Thick. 3"
Note: For Shoulder Paving Details See Sheet 2C
Note.

TYPICAL SECTIONS

S.E. CAUSEY AV
EAST PORTLA
CLA

FED. ROAD DIV. No.	STA
8	OREG



STA. 725+00 to STA. 740+00 (Taper Section)

L 644+51 (Grading Only)

695+05.90 / 693+86.79] to STA "LN" 720+49.98

EQUA. STA. "LN" 742+39.42 / STA. 504+98.46] (Taper Section)

STA. "LS" 643+90 to STA. "LS" 645+50 (Grading Only)

STA. "LS" 645+50 [EQUA. 696+04.66 / 694+82.74] to STA. "LS" 720+09.42

STA. "LS" 720+09.42 to [EQUA. STA. "LS" 741+98.86 / STA. 504+00.74] (Taper Section)

STA. 522+00± to STA. 566+00±

STA. "LN" 686+00± to STA. "LN" 71
"LS" 688+00± to "LS" 71

STA. "LN" 504+98.46 to STA. "LN" 505+00

STA. "LS" 504+00.74 to STA. "LS" 505+00

STA. 505+00 to STA. 549+21.62

STA. "LN" 549+21.62 to STA. "LN" 573+13.74

573+13.74 to STA. "LN" 584+07.00 (Taper Section)

STA. "LS" 549+21.62 to STA. "LS" 581+15.74

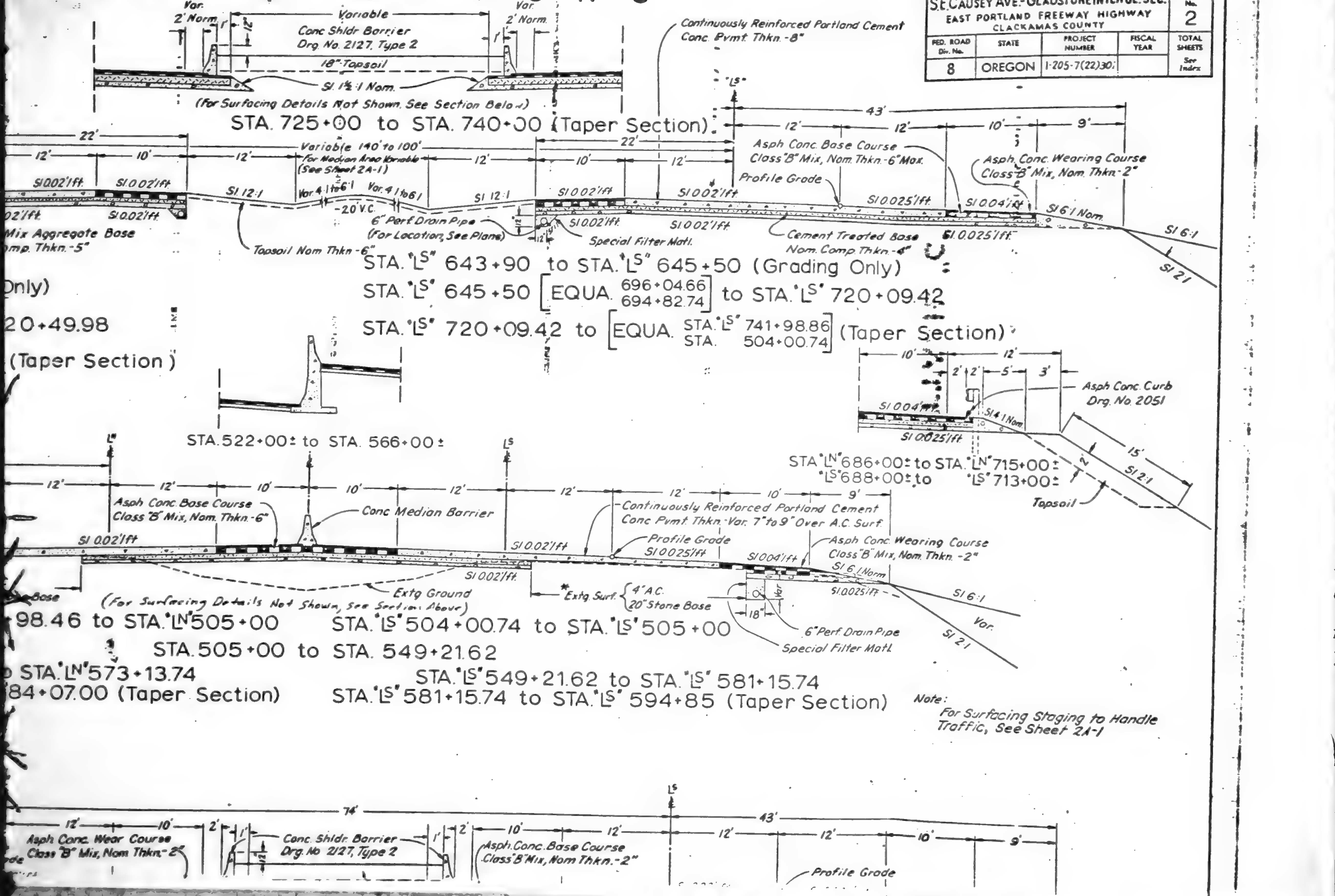
STA. "LS" 581+15.74 to STA. "LS" 594+85 (Taper Section)

Note:
For Surfac
Traffic, Se

10'
24' to ℄
Sl 0.04'/ft
Sl 0.025'/ft
Var. 2' Norm.
Variable
Conc. Shldr Barrier Drg. No. 2127, Type 2
18" Topsoil
Sl 1½:1 Nom.
(For Surfacing Details Not Shown, See Section Below)
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn.-8"
"LN"
"LS"
22'
12'
43'
Variable 140' to 100' For Median Area Variable (See Sheet 2A-1)
Profile Grade
Sl 0.02'/ft
Sl 12:1
Var. 4:1 to 6:1
-20' V.C.
6" Perf. Drain Pipe (For Location, See Plans)
Special Filter Mat'l.
Plant Mix Aggregate Base Nom. Comp. Thkn.-5"
Topsoil Nom Thkn.-6"
Cement Treated Base Nom. Comp. Thkn.-4"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-6" Max.
Drain Pipe Location, See Plans
Asph Conc. Base Course Class "B" Mix, Nom. Thkn.-6"
Conc. Median Barrier
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn.-Var. 7" to 9" Over A.C. Surf.
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Sl 6:1 Norm.
Sl 6:1
Sl 2:1
Var.
Extg. Surf. {4" A.C. 20" Stone Base
Extg. Ground
(For Surfacing Details Not Shown, See Section Above)
18"
6" Perf. Drain Pipe
Special Filter Mat'l.
Courses Thkn.-Var. 6" Norm. -4"
74'
Asph. Conc. Wear Course Class "B" Mix, Nom Thkn.-2"
Conc. Shldr. Barrier Drg. No. 2127, Type 2
Asph. Conc. Base Course Class "B" Mix, Nom Thkn.-2"
2'
1'
9'

C A L   S E C T I O N S

S.E. CAUSEY AVE.-GLADSTONE INTCHGE. SEC. EAST PORTLAND FREEWAY HIGHWAY CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-205-7(22)30		See Index



Var. 2' Norm.
Variable
Conc Shldr Barrier Drg. No. 2127, Type 2
18" Topsoil
Sl 1½:1 Nom.
(For Surfacing Details Not Shown, See Section Below)
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn. -8"
"LS"
43'
22'
12'
10'
9'
Variable 140' to 100' (for Median Area Variable) (See Sheet 2A-1)
Sl 0.02'/ft
Sl 12:1
Var. 4:1 to 6:1
-20 V.C.
6" Perf. Drain Pipe (For Location, See Plans)
Topsoil Nom Thkn -6"
Mix Aggregate Base
Comp. Thkn.-5"
Special Filter Matl.
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-6" Max.
Profile Grade
Sl 0.025'/ft
Cement Treated Base Nom. Comp. Thkn.-4"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Sl 0.04'/ft
Sl 6:1 Nom.
Sl 6:1
Sl 2:1
2'
5'
3'
Asph. Conc. Curb Drg. No. 2051
Sl 4:1 Nom.
15'
Topsoil
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-6"
Conc Median Barrier
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn.-Var. 7" to 9" Over A.C. Surf.
Extg Ground
(For Surfacing Details Not Shown, See Section Above)
*Extg. Surf. 4" A.C. 20" Stone Base
18"
Var.
6" Perf. Drain Pipe
Special Filter Matl.
Base
74'
Asph. Conc. Wear Course Class "B" Mix, Nom Thkn.-2"
Conc. Shldr. Barrier Drg. No. 2127, Type 2
Asph. Conc. Base Course Class "B" Mix, Nom Thkn.-2"

STA. 725+00 to STA. 740+00 (Taper Section)

Only)

STA. "LS" 643+90 to STA. "LS" 645+50 (Grading Only)

STA. "LS" 645+50 [EQUA. 696+04.66 / 694+82.74] to STA. "LS" 720+09.42

20+49.98

STA. "LS" 720+09.42 to [EQUA. STA. "LS" 741+98.86 / STA. 504+00.74] (Taper Section)

(Taper Section)

STA. 522+00± to STA. 566+00±

STA. "LN" 686+00± to STA. "LN" 715+00±
"LS" 688+00± to "LS" 713+00±

98.46 to STA. "LN" 505+00

STA. "LS" 504+00.74 to STA. "LS" 505+00

STA. 505+00 to STA. 549+21.62

STA. "LN" 573+13.74

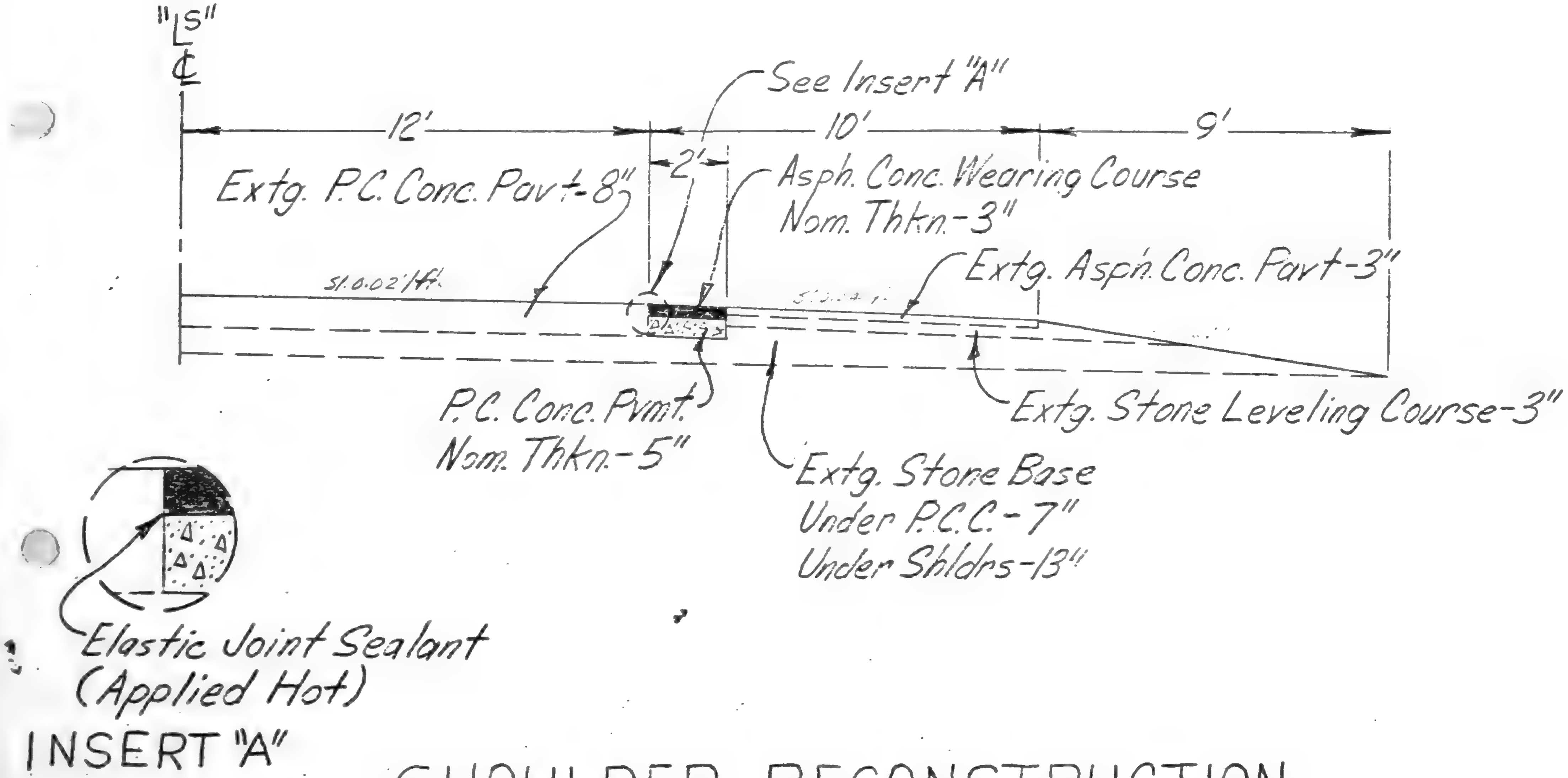
84+07.00 (Taper Section)

STA. "LS" 549+21.62 to STA. "LS" 581+15.74

STA. "LS" 581+15.74 to STA. "LS" 594+85 (Taper Section)

Note: For Surfacing Staging to Handle Traffic, See Sheet 2A-1

Canyonville - Glendale Jct. Section


"LS"
℄
12'
10'
9'
2'
See Insert "A"
Extg. P.C. Conc. Pav't-8"
Asph. Conc. Wearing Course
Nom. Thkn.-3"
Extg. Asph. Conc. Pav't-3"
Sl. 0.02'/ft.
P.C. Conc. Pvmt.
Nom. Thkn.-5"
Extg. Stone Leveling Course-3"
Extg. Stone Base
Under P.C.C.-7"
Under Shldrs-13"
Elastic Joint Sealant
(Applied Hot)
INSERT "A"

SHOULDER RECONSTRUCTION
STA. "LS" 104+50 To STA. "LS" 417+00

Attachment D

8060

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 8, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-2(78)82
Canyonville - Glendale Jct. Sec.
Surfacing of Existing Structure

cc Hunt Versteeg
8-12-74

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the plans for membrane and surfacing of existing structures. There appears to be a conflict in Sheet 2B of the plans and pages 38 and 39 of the special provision.

Structures on which you plan to place an overlay should not be loaded above the design specified and if possible should give some safety tolerance for future maintenance leveling. We find you expect to place 2 1/2" of overlay on the structures in this section. Maximum design loading is for 2". Please review your structure overlay section for we feel that only 1 1/2" is the maximum necessary for construction. This would allow 2-3/4" lifts (3/4" "D" mix and 3/4" "E" mix) and would protect the membrane and provide an adequate skid resistant surface.

for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

#8060

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1974

TO MEMORANDUM TO THE FILES

Art Brummitt

FROM Art Brummitt, Senior Specifications Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5

The E.I.S. for the subject project and the "Lease and Sale of Road Materials" for the Martin Gravel Bar both state that the subject project requires approximately 85,000 cubic yards of aggregates. The latest computations indicate the need of approximately 106,000 cubic yards of aggregates.

AB:jh
cc: J. H. Versteeg
Gary Potter
John Oakes

jh [illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sien | Act | File

DATE: July 22, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)77
Canyonville-Glendale Junction
Pacific Highway

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's July 18 letter requested I review my decision denying Interstate funding for correcting the AC shoulders adjacent to concrete on the subject section. Mr. Hunter feels the failure is a result of a design deficiency and therefore should be eligible for "I" funding.

Most of the shoulder failure is limited to a narrow longitudinal strip adjacent to the concrete thru lanes. The rest of the shoulder area appears in fair condition considering its age. Although some localized pit holing has occurred, most of the failure is in the form of wheel rutting. The off-set fog line has encouraged traffic to regularly use a narrow strip of shoulder. The shoulder was not intended or designed to continually carry mainline wheel loads.

Our Regional office informs me that other states have similar shoulder problems and correction has been considered a maintenance obligation.

It should be understood that an old or outdated design does not, in itself, justify the expenditure of Interstate funds. In the past we have allowed the use of the design deficiency concept only as one consideration in supporting extra AC overlay thicknesses.

For the above reasons I cannot change my decision to deny Interstate funds for shoulder repair adjacent to the PCC pavement on the subject project.

D. K. Hosmer
for G. L. Green

RECEIVED
STATE HWY ENGR
29 '74
REFER TO
Hunter
FOR
✓ ✓

8-1-74
Versteeg
Can you develop
more justification?
Ed H

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 18, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Canyonville-Glendale Junction
Pacific Highway (I-5)
Douglas County

By letter on June 12, 1974, the Oregon Highway Division requested replacement of a portion of the structurally deteriorated asphaltic concrete shoulders on the Canyonville-Glendale Junction Section of I-5. Your response 10-41-B3 dated June 17, 1974 denied FAI funding for the correction of the shoulders on this project.

The asphaltic concrete shoulders on this section of I-5 have structurally failed as evidenced by the longitudinal cracking, the rutting, and the alligatoring of the asphaltic concrete. Errors or deficiencies in the original design of the shoulder surfacing appear to be responsible for this breakup. A contributing factor is a very large increase in interstate trucking over this section of freeway as reported in the latest ton/mile reports.

As you have suggested, maintenance forces can patch the shoulders adjacent to the P.C.C. slab to alleviate any existing hazardous conditions. The shoulder stripe can be repositioned five or six inches nearer the P.C.C. pavement slab and this may help lessen the heavy truck traffic encroachment on the shoulder area. Neither maintenance patching nor moving the shoulder stripe will correct the design deficiencies in the original shoulder surfacing construction.

We recognize that maintenance of the longitudinal joint, as stated in your letter, is not eligible for Interstate funding. However, we view the problem not as maintenance but as a correction of a design deficiency. This deficiency is a result of a design practice which did not recognize the need for additional pavement strength adjacent to the P.C.C. traveled way. The necessity of providing this strength has been recognized and is being furnished on projects more recently constructed. It has also been furnished on projects where asphaltic concrete was the pavement type since 1956.

In view of the fact that current design practice acknowledges the need for structure strength adjacent to the traveled way, we request you review your decision of denying Interstate funding to correct this design deficiency.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg

JHV:jh kmb

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 17, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)80
Canyonville-Glendale Junction Section
Shoulder Repair Work

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I cannot approve FAI funding to correct the shoulder joint as requested in Mr. Versteeg's letter of June 12, 1974. Maintenance of the longitudinal joint is not eligible for Interstate funding under the overlay concept.

I agree with you that the shoulder condition described in your request does constitute a real hazard to the motoring public. I suggest you take immediate action to correct this maintenance problem. Repositioning of the shoulder stripe nearer to the PCC pavement edge may help to lessen the through traffic encroachment on the shoulder area.

G. K. Hossner
for G. L. Green

REFERRED TO

Cole [✓ Read]
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout 4

RECEIVED
JUN 2? '74
ROAD DESIGN

RECEIVED
HWY ENGR
JUN 19 '74
REFER TO
FOR

NOTED
JOHNSON

Versteeg
P/D appropriate
reply
EH

RECEIVED
JUN 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8060

7-19-74

I-5
Canyonville -
Glendale

STATE FURNISHED MATERIAL SOURCES

General procedures used by the Oregon State Highway Division in obtaining, paying for and procuring federal participation in the cost of State-furnished material sources for use on federal-aid projects are as follows:

1. In the location stage of a project the Region office selects the source or sources which they propose for use on the project.

2. A permit of entry is secured and tests are made to determine acceptability of material.

3. Where zoning ordinances exist the necessary land use variances are secured by the Region office.

4. Determination is made as to whether the use of said sources will be mandatory or optional with the contractor. If it is to be mandatory, a request for prior approval is submitted to the FHWA.

5. Negotiations are conducted with the property owner to secure right to use source either by direct purchase of material source or by a lease agreement.

6. If material source is purchased, the value of the material is established by dividing the purchase price by the number of cubic yards or tons of material available in the source.

7. All requirements relative to development of the source, the use of materials therefrom and the withholding of amounts equal to royalty payments when applicable, are set forth in the specifications and plans.

8. All costs payable by the State are included in the anticipated additional items of cost in the engineers estimate and contract authorization.

9. After contract is awarded, the resident engineer prepares a State Force Order to facilitate accounting procedures as follows:

   (a) In such cases where the State makes available to the contractor "prospective sources" which he elects to use, or where the State provides that the contractor may use one or another of two or more "mandatory sources" and when the election has been made, amounts equal to the stipulated royalty payment payable by the contractor as set forth in item 7 above will be withheld from progress payments made by the State to the contractor. The State will then use said monies to make royalty payments to the owner of the material source in accordance with the terms of the lease agreement.

(b) In such cases where the State purchases a material source and specifies its use as "mandatory", federal participation is gained by a charge to the construction contract by State Force Order and a credit to the right of way purchase prefix.

10. New procedures have recently been established by which material sources may be purchased as right of way. On projects where no other right of way is required, these procedures would require programming a right of way project with the FHWA and possibly would necessitate additional hearings and A-95 reviews to make the source eligible for federal funds.

8060 7-18-74

ERFO-284(3)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
CANYON CREEK PASS - CANYONVILLE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME DOUGLAS
	ITEM NO. ER-40	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

7-22-74
orig. to Rulien
cy Gallagher

RECEIVED
JUL 22 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 22 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED JULY 18, 1974	DATE AUTHORIZATION EFFECTIVE JULY 18, 1974	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

MILE POST 97.2

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JUNE 13, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCTION THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING STATE FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $10,856.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED XXXXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY STATE FORCE ORDER NUMBER 1 FOR THE SUBJECT PROJECT HAS BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED.

A SIGNED COPY OF STATE FORCE ORDER NUMBER 1 IS RETURNED HEREWITH.

NOTED
H.S. COULTER

DATE JULY 18, 1974	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Canyonville-Azalea

Date May 19, 1974

Highway Pacific #1

F.A.P. No. ERFO-284 (3)

County Douglas

Prefix 610-4732 Account No. 144-04

Description of Work To Be Done: Remove debris from slide area, dress, seed and mulch, ~~reinstall 500' R/W fence,~~ repair maintenance road and channel.

APPROVED EFFECTIVE DATE JUL 18 1974
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE JUL 18 1974
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: M.P. 97.2

Estimate of Quantities and Costs:

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
Total	$ 10,856.00

Explanation: A large slide adjacent to I-5 R/W spilled onto R/W on January 16, 1974. Slide created dam in Canyon Creek. High water when dam broke deposited debris and damaged channel for approximately one mile downstream. It also damaged maintenance frontage road and covered up R/W fence.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 10,856.00
Present estimate of project cost, including
$.......... for work under this order $..........
Expected under-run / over-run (amount) . . . . . . $..........
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

SP*72600-734

Estimate of Cost for Permanent Repairs

Labor

Canyonville Section Crew	10 days	@ $350.00	=	$ 3,500.00	
Extra Gang	8 days	@ $320.00	=	2,560.00	
Bridge Crew	2 days	@ $280.00	=	560.00	
				6,620.00	

Equipment

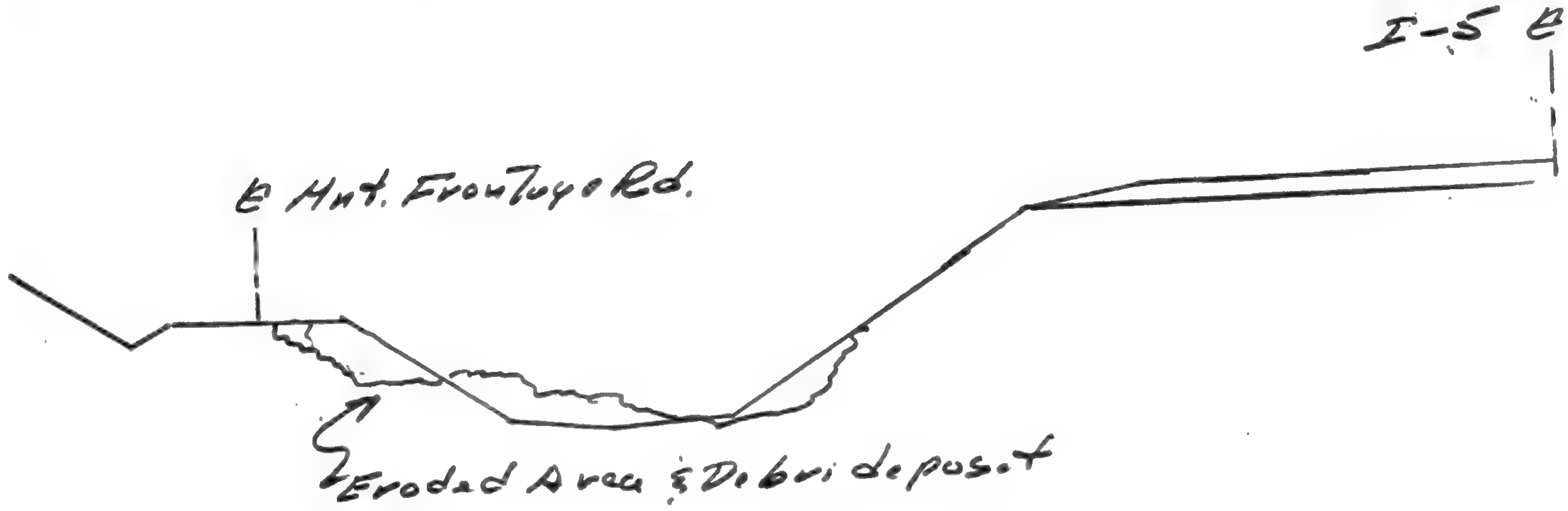
Pickups	34 shifts	@ $ 6.00	=	204.00	
Small trucks	40 "	@ 27.50	=	1,100.00	
Large trucks	24 "	@ 38.00	=	912.00	
Loader, scoop	10 "	@ 23.00	=	230.00	
Loader, Trojan	8 "	@ 40.00	=	320.00	
Bridge truck	2 "	@ 30.00	=	60.00	
Dozer	8 "	@ 25.00	=	200.00	
Lowboy	4 "	@ 40.00	=	160.00	
Backhoe	5 "	@ 40.00	=	200.00	
				3,386.00	

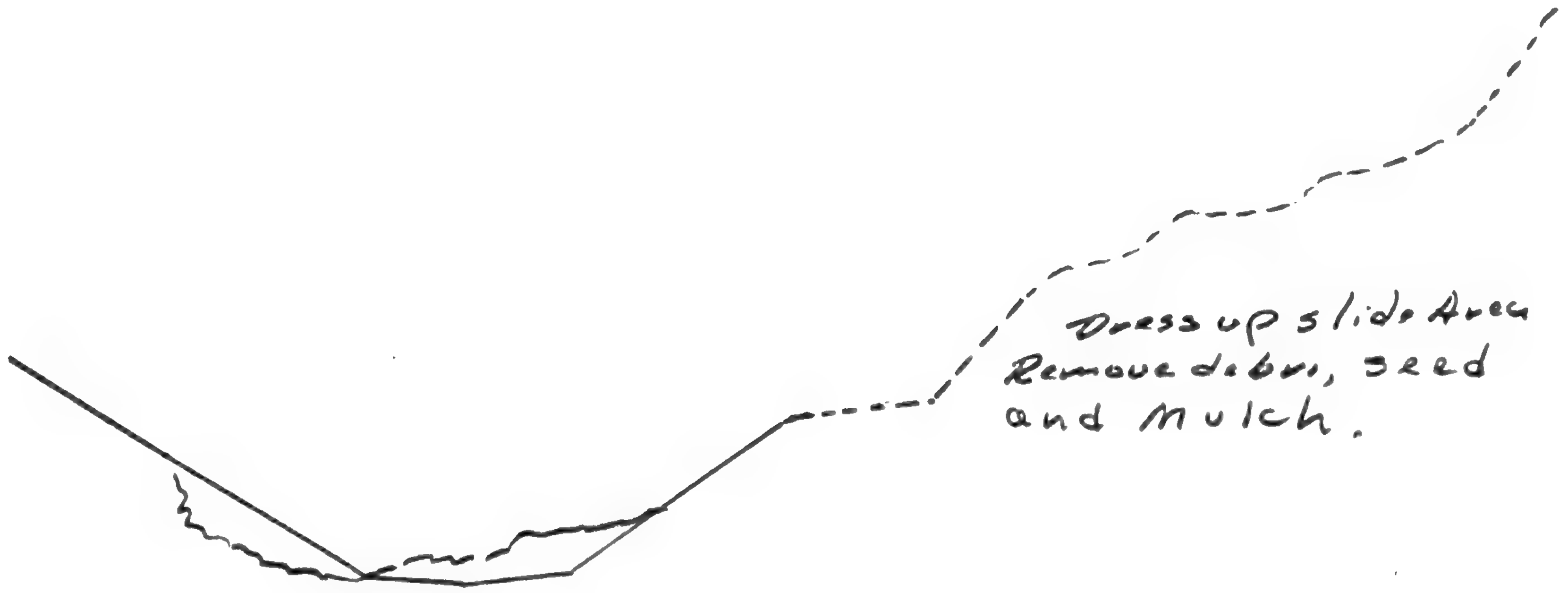
Materials

~~Type II fencing~~	~~500 lin.ft.~~	~~@ 0.50~~	~~=~~	~~250.00~~	
Concrete	5 yards	@ 50.00	=	250.00	
Class "C" A.C.	50 tons	@ 10.00	=	500.00	
Misc. (saw chains, rebar, etc.)			=	100.00	
				~~1,100.00~~	850

TOTAL		$ ~~11,106.00~~	10,856

Typical Section
Cut slide MP 97.2
Pacific Hwy #1
Canyonville-Azalea Section
Prefix # 610-4732-144-04


I-5 ℄
℄ Mnt. Frontage Rd.
Eroded Area & Debri deposit



Dress up slide Area
Remove debri, seed
and Mulch.

8060

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)81
Canyonville-Glendale Section
Pacific Highway
Mandatory Material Source - Martin Bar

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with Mr. Versteeg's July 11 letter requesting that Martin Bar be designated a mandatory material source for the subject project.

I feel the use of mandatory or planned sources will become increasingly necessary in order to properly evaluate all significant environmental impacts.

In the past, for economic reasons, we have left these matters up to the contractor. However, with the advent of NEPA significant construction operations off the right of way must be considered in the engineering design and addressed in the environmental impact statement.

The State's additional engineering effort to locate, test and option satisfactory sources should be more than offset by a reduced contractor's engineering effort and risk.

E K Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUL 19 '74
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
JUL [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Copy to Versteeg
7-23-74 Gary Potter

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Canyonville-Glendale Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to make the Martin source on Cow Creek the mandatory material source for the subject project. It is believed to be in the public interest to do so and the following reasons are offered in support of this decision.

1. It is the only readily available source for the project. Another quarry site is available westerly of Station 400 but it is undeveloped and would require considerable expenditure of money and fuel energy to open up. This cost would not be experienced at the Martin source.

2. Access to the freeway during construction is more easily and safely obtained at the Martin source than the quarry. Access to the quarry is in an area of steep grade and sharp curvature contributing to poor sight distance.

3. The environmental impacts associated with a mandatory site are more easily assessed and plans can be developed to eliminate or reduce those having an adverse effect. In the case of the Martin source, Cow Creek, in the 1974 flood, left its channel and cut a new one. In the process of removing the material it is planned to restore the creek to its former channel. This proposal has been endorsed by the adjacent property owners, the local drainage district, the Douglas County Water Resources Board and the local Wildlife Commission representative.

RECEIVED
JUL 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We ask that you concur in the decision to make the proposed material source mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
bc: E. S. Hunter
L. W. Rulien
A. E. Shirley
G. A. Potter
C. G. Swenson
W. E. Cole

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1974

TO G. L. Green
Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5
Douglas County

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The northern terminus of the project section is approximately 2,000 feet north of the S.W. 1st Street overcrossing in Canyonville. The southern terminus is approximately 3,000 feet north of the Glendale Junction Interchange. The project section covers 17.48 miles. The original construction of the project section of Pacific Highway I-5 was completed in 1967.

This proposed project provides for the roadbed to be repaved with two inches of asphalt-concrete base course and one inch of skid-resistant asphalt-concrete overlay. Safety improvements consist of the following measures: installing safer median barriers, including precast concrete barriers and current standard metal median barriers; strengthening and improving the safety of gaurdrails through the addition of posts and blocks, brush rails, safety approach ends and buried approach ends; raising the guardrail to match the new road surface; and equipping non-standard road signs with breakaway supports.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Median and back slope stabilization, installation of guardrail connections at creek and intersection overpasses, riprapping the footings of the Cow Creek overpasses (northbound and southbound) and associated minor channel realignment, upgrading of the dikes adjacent to the bridge structures at Cow Creek and Quines Creek and the installation of a rock-lined ditch section, catch inlets, and grouted rip-rap along the northbound lanes of Canyon Creek Pass, will be accomplished under Emergency Repair funds in conjunction with the road improvement project.

PURPOSE OF THE PROJECT

The purpose of the project is to upgrade the roadway so that it will meet current design and safety standards. Studies show that some existing road safety features have, in certain instances, proven to be hazardous to motorists traveling at highway speeds. Improved design will reduce injuries and damages received as a result of impact with median barriers and guardrails, permit safer recovery from skewed impacts, and enable guardrails and barriers to better attenuate the impact of heavy vehicles. Breakaway sign supports will diminish damage to vehicles and reduce impact-caused injuries.

Slope stabilization will minimize erosion along the highway right-of-way and enhance the appearance of the roadway. The improvements at Cow Creek and Quines Creek crossings will offer greater protection against floods and insure longer-lasting facilities and structures.

EXISTING ENVIRONMENTAL SETTING

From the northern terminus of the project, the freeway passes through the western edge of Canyonville. A small residential area lies along the west side of the freeway in the vicinity of S.W. 1st and 5th Streets. Leaving Canyonville southward, the freeway enters a steep-sided canyon that extends approximately eight miles to Canyon Creek Pass. This canyon, along with many smaller side canyons, is host to the headwaters of Canyon Creek, which competes with the highway for space on the narrow canyon floor.

The slopes outside of the cleared right-of-way are covered with second-growth conifers. The understory consists of shade-tolerant brush.

South of Canyon Creek Pass, the higway descends into a rural valley that encompasses the upper reaches of Cow Creek. Residential housing within the section of the valley traversed by the freeway is primarily clustered along the original highway. This road skirts the northern end of the valley and serves the communities of Azalea and Glendale Junction and the farm homes scattered about the valley floor.

DISCUSSION OF ENVIRONMENTAL IMPACTS Construction of the proposed project will require personnel and equipment to be on the travelways and will result in periodic disruptions of traffic. Standard signing, flagging, and illumination will provide maximum safety and guidance for motorists and should minimize the inconvenience of construction.

No additional right-of-way is required for the proposed project. Existing right-of-way affected by construction will be reseeded and replanted to control erosion on embankments.

Traffic patterns, volumes, and speeds will not significantly change as a result of this project, and therefore no impacts on ambient air quality and noise are anticipated.

The intended source of aggregate materials for this project is the Martin Bar Gravels, which lie in the channel of Cow Creek. The gravel source is located west of the roadway, approximately one-half mile north of the Glendale Junction Interchange. In conjunction with the gravel excavation, a realignment of the Cow Creek channel is proposed to control severe bank erosion which has occurred at this location.

Cow Creek, which is a tributary of the South Umpqua River, occupies a highly erratic channel. As a result of flood flows, two land owners have lost considerable stream-front property. During the flood of January, 1974, one owner lost part of his orchard, and his barn will be threatened by any further erosion. Stream-front land owners have formed a local drainage district (Cow Creek District Improvement Company) and have expressed their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property. The channel realignment would be accomplished by cutting off several stream meanders which developed as a result of the January floods. The U. S. Soil Conservation Service, State Water Resources Board, and Oregon Wildlife Commission have informally reviewed realignment plans and have tentatively approved them. The channel realignment will have no significant detrimental effect on the stream, either upstream or downstream of the project section.

Cow Creek is a winter steelhead and coho salmon spawning stream. Sea-run cutthroat, resident rainbow and cutthroat, and various rough fish such as chubs, suckers, and dace, also occupy the stream. During the summer months extremely low flows are present, with accompanying low-oxygen, high-temperature problems, particularly at the location of the gravel bars. It would be highly undesirable to further aggravate this situation. The channel realignment plan includes reduction in the meander amplitude rather than complete elimination of this feature. If the realignment is carried out in this manner, a suitable pool-riffle ratio, necessary for fish spawning and rearing, should be maintained.

The realignment plan provides for diking each meander, excavation of the new channel, and diverting creek waters into the channel. No construction equipment will enter the new channel after it is filled with water. The new channel will contain gravels suitable for continued fish spawning and rearing.

The realignment plan also calls for routing the new channel past vegetation wherever possible. The present channel has little streamside cover, which contributes to its water quality problems of low oxygen, high temperatures, and high evaporation rates. Routing the channel to take advantage of existing vegetation will improve Cow Creek water quality from the standpoint of water flow, oxygen and temperature.

Short-term adverse impacts associated with construction, particularly increased turbidity and suspended sediments, will occur. Diking the channel during mining will minimize this problem, although temporary turbidity will result when the water enters its new channel.

Water velocity increases will result from the channel changes; however, since the new channel will be slightly meandered instead of perfectly straight, velocity increases will be kept to a minimum. The greatest increase in water velocity will be absorbed by riprap located on the west side of Interstate 5, at the east end of the meander. Dowstream erosion problems should therefore be minimized. With the change in velocity in the channelized section, some minor upstream erosive effects might occur until the stream readjusts its equilibrium.

In order to maintain the new channel alignment, the banks will be armored either with riprap or with large logs anchored by steel cables. Some of the logs will be positioned along the stream bank and will act as groins in order to enhance pool formation for improved fish habitat. Future bank protection will be the responsibility of the local drainage district rather than the Highway Division.

Cow Creek State Park is located adjacent to the proposed material source, but will not be adversely affected by the material excavation or channel realignment. One bar (No. 1) above the park and three bars (No. 3-5) below the park will be used to extract a total of 86,000 cubic yards of material. While a sizeable quantity of material will be removed from Bar No. 1 (30,940 cu. yds.), it will be taken from above the low-water mark, and no riparian vegetation will be removed. No channel change will be made in this section. Therefore, downstream erosive effects on the park will be minimal or even reduced somewhat, since the creek course will subsequently tend to move towards the west bank and away from the east bank, upon which the park is located.

An alternate material source is Wilken Quarry, a state-owned, undeveloped quarry site located in the northwest quarter of Section 26, Township 31S, Range 5W WM, which is 3.8 miles north of Azalea and .65 mile west of the Pacific Highway (I-5). The quarry site, or any operations therein, cannot be observed from the roadway. The quarry area is on an approximate 1-3/4:1 slope. The ground from the toe of the quarry to Pass Creek, the area which would be used as a plant site, is reasonably level, having a slight slope toward the creek. Overburden material from the quarry will be used to level the plant site area.

The cover in the quarry area is medium to heavy, composed mostly of deciduous trees with a few evergreens. The plant site area is clear except for some small trees and brush. Should the quarry be developed, a border of trees will be left along the creek bank. The creek should not be affected by operation of the processing plant.

A logging road that runs from the Pacific Highway to the quarry site would need to be improved for use as a haul road. When the quarry is exhausted, the land can be reclaimed by planting native vegetation.

Information concerning the quality and quantity of materials at Wilken Quarry is not available at this time. The quarry cannot be developed in time for use on this project.

If the contractor elects to use a source other than the state-recommended source, he must comply with the following supplement to Oregon Standard Specifications for Highway Construction (Section 106.05. "General Requirements Concerning Sources of Borrow and Aggregate"):

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer copies of approved permits from the Department of Geology and Mineral Industries and the Division of State Lands, an approved land use permit from the local agency or agencies having jurisdiction over land use in the area, and a plan for operation in and reclamation of the source which has been approved by the State Highway Division.

The criteria for the approval or disapproval of the contractor's proposed operation and reclamation plan, as above required, will be based on whether or not the contractor's proposed plans are in conformance with the intent and spirit of all laws, statutes, ordinances, rules and regulations covering the protection of the environment, as interpreted by the State Highway Division.

Riprapping of the footings at the Cow Creek overpasses is necessary to repair damage incurred during the flood flows of winter 1973-1974. Material was scoured out from around three bent footings, and a small amount of riprap was lost from under the west bank of the stream.

Repair measures include excavation of silt from around two bents and back-fill of rock over the three damaged bent footings at or below the existing streambed elevation. Additionally, the dikes located upstream of the structures will require a small amount (200 to 300 cubic yards) of additional riprap.

All repair activities will be conducted between June 15 and October 15, the low-water period, when anadromous fish are not migrating or spawning. Also, an effort will be made to assure that the low-oxygen, high-temperature problems of this stream will be aggravated as little as possible, in order to protect juvenile salmonids and resident fish. Protection of streamside trees downstream of the structures will be important in providing resident fish with some relief from high water temperatures. The erection of a gravel berm around the excavation area will effectively minimize water quality degradation which will occur during repair. Water quality degradation will occur mostly in the form of turbidity and downstream bottom siltation. Also, equipment use in the channel will be kept to an absolute minimum.

Under the provisions of Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and according to the subsequent working agreement (May 1, 1970) between the State Clearinghouse and the Oregon State Highway Division, this project--because it is a safety project--is exempt from A-95 review. Therefore, a Notice of Intent will not be submitted to the State Clearinghouse.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that implementation of the proposed project will not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, in that the project will not significantly change traffic patterns or traffic volumes or have a significant impact upon the social or natural environment of the project area.

Your concurrence is respectfully requested.

Endorsement to the Oregon State Highway Division

CONCUR ______________________ DATE 7-24-74
Division Engineer

JT:sz

Attachment

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Al Shirley

1859

GAME COMMISSION

SOUTHWEST REGIONAL OFFICE

3140 N.E. STEPHENS • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

June 24, 1974

Mr. Al Bates
Oregon State Highway Engineer
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Al:

After reviewing on-the-ground conditions, your original plan of gravel removal and now the proposal from your hydrolics people for the Martin site on Cow Creek, I would lean torward the hydrolics people's channel change.

I question the desirability of that portion of your development plan that states reject material will be placed back into the stream to help prevent erosion. This material would be better placed above high water.

The development plan reads that there will be several stream crossings necessary. I thought that if work progressed from downstream in moving the channel only one stream crossing was necessary.

With the above clarifications I believe the general plan for development of the W. F. Martin property on Cow Creek is acceptable and can move forward in obtaining necessary permits.

Sincerely yours,

Jerry A. Bauer
Aquatic Biologist
Umpqua River Studies

JAB:c

cc: J. E. Lauman

DOUGLAS
COUNTY

WATER RESOURCES SURVEY

1144 S. E. DOUGLAS, ROSEBURG, OREGON 97470
TELEPHONE 503/672-3311 EXT. 56 OR 57

June 20, 1974

Dear Mr. Bates:

To answer your question on Cow Creek between River Mile 44 to 45.5, first I would like to point out the area from R.M. 55 below Glendale to 54 above Azalea has an unusually heavy amount of sand and gravel with the 1974 bed load. This caused heavy buildups on turns and behind debris that caused extremely heavy damage to vegetation, banks, and fields in this area. To get back to the area between R.M. 44 to 45.5, this area has changed some in the past and the people who live there have tried to stabilize it by building an earth dike that did not hold. It was washed out under the bridge in 1974.

The center pier had to be repaired so I checked with the County Engineer and showed him the proposed plan to put the creek back to the old channel. He said there would be no problem by putting it back to the old channel and said to go ahead.

If the gravel is removed, this will give the creek more room to flow. It will straighten it out adding a little velocity that will hit the riprap and rock wall on the left bank above the bridge and follow on down. I don't anticipate any damage as it has a long curve to dissipate the energy on before it gets to more erodable material. By returning the channel, this will keep it between trees giving it more shade. That will help the quality of the water.

I have met with the Cow Creek Improvement District. They have agreed to work with other agencies to improve the banks and later on develop water. The first place they figured on working on was this area as it threatens their homes during high water and if it goes much further, a high water could cut across with a new channel destroying property and endangering life, as Cow Creek did this under similar conditions 10 miles upriver during the 1974 Flood leaving the creek cutting a new channel 90 feet wide and 900 feet across a field before returning to the creek.

The bank will continue to wash at low and medium stages whether we get high water or not as it is undercutting and undermining the bank and could wash the highway as the curve in the loop bends back it will be above the highway riprap.

If you have further questions or I can be of further help, feel free to call.

Yours truly,

Berl R. Oar
Assistant Coordinator

BRO/ge

June 17, 1974

State Highway Department
State of Oregon
Roseburg Oregon

Attention: Al Bates

Property affected by the proposed channel change are all members of the Cow Creek District Improvement Company.

They hereby state that they have no pumping rights on Cow Creek, and have no objections to its being returned to its old channel.

Sincerely,
W. F. Martin
W.F. Martin
Chairman of the Board of Directors

#8060

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 15, 1974

TO MEMO TO THE FILES

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

J

2 [illegible]

copy

A meeting was held July 12 to discuss problems associated with the mandatory materials source for the subject project.

Those attending were Frank Terpin, Dick Dorn, George Sanford, Steve Macnab, Art Bollinger, Art Brummitt, George Ramjoué, Dennis Johnson, and Jeff Tross.

1. Bollinger reported Region III's concerns about Sheet 2K (material source) and the property owners involved with the channel change near Bar No. 5. Channel slopes and Groyne details were also discussed along with the time element concerning channel work.

2. Frank Terpin talked on the telephone to Bobby Johnson during the meeting. Johnson says the channel can be shifted to stay off property not owned by Martin.

3. There is a probable October 15 deadline for Fall work on the channel change and groyne placement because the Fish Commission will not approve work after this date.

4. Decisions:

   A. Johnson to get Permit of Entry to plug old channel between Bar No. 4 and Bar No. 5.

   B. Sanford:

      (1) Move channel and groynes east as shown on Sheet 2K to miss section line 35-36 (Property Line).

      (2) Change inside channel slope to "Var. 2:1 to 6:1". (Bar No. 5 only)

(3) Change four feet minimum Deadman depth to eight feet.

(4) Show a third Deadman for each Tree Trunk Groyne.

(5) Indicate in "Note" on Sheet 2K, concerning Tree Trunk Groynes that most of the Tree root system is to be removed.

(6) Leave Groyne spacing at 75 feet maximum (a 1:1 ratio, length to width).

C. Groynes to be placed by Contractor instead of Martin.

D. Dorn to contact John Oakes about possible changes in the Martin option for sale of Road Materials and Easement. (Brummitt had information that a change is pending)

E. Method of stockpiling excavated channel material is the responsibility of the contractor.

5. Environmental representatives stated that none of the above changes will affect the Environmental Impact Statement.

FET:we
cc: W. E. Cole
e Steve Macnab
Art Bollinger
Art Brummitt
George Ramjoué

#8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Canyonville-Glendale Section
Project No. I-5-2(78)82

We are requesting participation in the royalty to be paid in connection with the Martin gravel source based on the "Option for Sale of Road Material and Easement" signed June 6, 1974. Our estimate is to use 85,000 cu. yds. of crushed material at 20 cents per cu. yd. with payment to be based on actual quantities incorporated in the project.

We feel this price is fair and equitable as justified in Mr. Terpin's July 11, 1974 request to you to have the Martin source made a mandatory source in the contract specifications.

Attachments

cc: E. S. Hunter
J. H. Versteeg
A. Shirley
C. G. Swenson
R. N. Chase

8060

FORM 2-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 15, 1974

TO MEMO TO THE FILES

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

I was notified today by John Oakes that the lease-royalty agreement with Mr. Martin for the material source on the subject project contains language that Jack Sollis finds unacceptable.

Mr. Sollis is writing a new agreement.

Mr. Oakes is doubtful that Mr. Martin will sign the new agreement in time for the project to be advertised for the special bid opening in August.

It is proposed to delay the advertising of the subject project until such time as the agreement is signed.

FET:we
cc: E. S. Hunter
A. E. Shirley
L. W. Rulien
John Oakes
C. G. Swenson
W. E. Cole

RECEIVED
JUL 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8060

7-15-74

TRANSACTION NUMBER 7-26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-15-74

BY (Signature): L. W. RULIEN'S JULY 9, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 791 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
791	I-5-2(78)82	17.48	5,086,600	4,693,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
CANYONVILLE-GLENDALE JUNCTION SECTION. DOUGLAS COUNTY - STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN & GUARDRAIL.

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 7-15-74

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Orig to Hunter
Copy to Files 7/15/74

GPO 915-890

July 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(78)82

We are forwarding program data for one Interstate project, Item No. 791, Project No. I 5-2(78)82, Canyonville-Glendale Junction Section, which we desire to have included in the Federal-aid Interstate Program.

Projects ER-234(1) and LRFO-234(3) lie within this project and will be included in the same contract with this project. It is our present intention to receive bids for this project on August 29, 1974.

The project is exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

The environmental statement is being submitted as a separate action under the provisions of PPM 90-1.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and

Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, under memorandum of April 5, 1974, FHWA approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

JG:bb

Enc.

Budget Bureau No. 41-R2067; Appr

U.S. DEPA
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

7-9-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, Canyonville S. 17.48 mi. 21 65	**ADT**	PRESENT 9,600 (66)	FUTURE 17,000 (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave., Sign, G-rail 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-2 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Douglas			CODE 019 (14) (16)
	NAME OF URBAN AREA -- 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-5, Canyonville S. 17.48 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety)		"Canyonville-Glendale Jct. Section"	17.48	5,086,600	4,693,400	393,200	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	17.48	5,086,600	4,693,400	393,200
	14	PROGRAM APPROVAL DATES				(18) (23)	(24) (33)	

REMARKS
Additional Data: Item Nos. 378, 383
Project Nos. I-5-2(41), (44), (46),
respectively.

Gr.
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US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-9-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Canyonville S. 17.48 mi.		9,600	17,000	94	10	Oregon	41	042	791

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Pave., Sign, G-rail								I-	5-2	(78)	82	

UNDS: Interstate

A: --

COUNTY NAME: Douglas — CODE 019

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Canyonville S. 17.48 mi.						Gr., dr., & overlay with AC pave., 4-12' lanes with 10'R & 6' min. L shldrs., 16' min. median. Safety revisions of roadway slopes, signs, guard-rail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (CODE) (Safety)		"Canyonville-Glendale Jct. Section"	17.48	5,086,600	4,693,400	393,200		ROW-300' min.; Access control-full; Parking restrictions-complete.
PROJECT TOTALS			17.48	5,086,600	4,693,400	393,200		

D BY

APPROVAL DATES

REMARKS
Additional Data: Item Nos. 378, 383, 391, 392 & 735; Project Nos. I-5-2(41), (44), (46), (47) & (74), respectively.

-OVER-

USCOMM DUSCOMM-DC 48805-P61

CANYONVILLE-GLENDALE JCT. SECTION
PROJECT NO. I-5-2(78)82

REMARKS: continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot minimum left shoulders and 16-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

Data for PR-37:

	Type Code	Description	Approx. Mi.	Est. Cost
Roadway:	6201	A.C.	11.56	
	9672	A.C. & P.C.C.	5.92	
				$3,473,600
Safety:	Y002	Traffic Signs		33,700
	Y007	Minor Structures		50,700
	Y101	Guardrail		1,528,600
		Total Est. Cost		$5,086,600

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under the provisions of working agreements dated April 28, 1970 and May 28, 1971, respectively.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA, under memorandum of April 5, 1974, approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

FHWA has indicated in previous corre
of the standards recommended in the
tion of February 1967, "Highway Desi
Related to Highway Safety", constitu
work of this type. Therefore, desig
is considered given prior to January
current PPM 20-8.

Unusual Circumstances: It is possib
this project will require the contra
gate source sites for all or a porti
needed for the construction of the
source sites are specified, justific
site or sites will be submitted as a

NOTE: (1) Projects ER-284(1) and
ect and will be included
project.

(2) On-the-job trainees, as
7-2(2), on this project
stage and the number st

(3) The seven items as set
IM 20-4-72 that are app
will be covered in the

(4) This project is in Cong

YONVILLE-GLENDALE JCT. SECTION
PROJECT NO. I-5-2(78)82

d

work consists of (1) grade, drain and overlay ete pavement the existing facility consisting nes with 10-foot right and 6-foot minimum left oot minimum median; (2) safety revisions to nterstate standards the roadway slopes, signs, barrier, minor drainage structures and other

Description	Approx. Mi.	Est. Cost
A.C.	11.56	$3,473,600
A.C. & P.C.C.	5.92	
Traffic Signs		33,700
Minor Structures		50,700
Guardrail		1,528,600
Total Est. Cost		$5,086,600

ements: Exempt from State Clearinghouse and ghouse A-95 review under the provisions of work-ted April 28, 1970 and May 28, 1971, respectively.

ents: Environmental statement being submitted as

None required under paragraph 6c of PPM 20-8.

FHWA, under memorandum of April 5, 1974, approved concrete stage overlay and a 1-inch open-graded

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory aggregate source sites for all or a portion of the aggregate material needed for the construction of the project. If mandatory aggregate source sites are specified, justification for mandatory use of the site or sites will be submitted as a separate action.

NOTE: (1) Projects ER-284(1) and ERFO-284(3) lie within this project and will be included in the same contract with this project.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(4) This project is in Congressional District No. 4.

8060

7-3-74

TRANSACTION NUMBER 7-11 **TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS** (PPM 21-1)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
STATE HIGHWAY DEPARTMENT	OREGON
DATE	7-3-74
BY (Signature)	L. W. RULIEN'S JUNE 19, 1974 LETTER
TITLE	PROJECT MANAGEMENT ENGINEER
CLASS OF FEDERAL FUNDS	☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 40 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
40	ERFO 284(3)	1.58	100,808	100,808	CANYON CREEK PASS - CANYONVILLE SECTION I-5 MP 90.3 TO 91.7 AND 97.2 DOUGLAS COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING TEMPORARY & PERMANENT FLOOD REPAIR.

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

NOTED
E. S. HUNTER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-3-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-6

FORM PR-48
(Rev. 8-71)

#8060 7-3-74

FROM DIVISION OF ST[illegible] LANDS

Preliminary
ATTACHMENT "A"

Cow Creek
Douglas County
Highway Job No. 96

Canyonville-Glendale Jct. Sec.
Pacific Highway

Special Conditions checked apply to Material Removal Permit No. 1574

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ____GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [__________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and ~~OTHER FILL~~ waste materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Existing streamside vegetation shall be protected.

(x) 11. The stream flow may be diverted within the stream bed.

(x) 12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 3, 1974

This only covers the bridge repair - Not the Cow Creek Gravel Source area DLT

#8060

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
A. E. Shirley (2)

I-5

cc's sent 7-5-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

July 2, 1974

Oregon State Highway Division
% J. H. Versteeg
Road Design Engineer
State Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission has reviewed the Canyonville-Glendale Junction Section through the Division of State Lands fill/removal permit process (RP-1574). Attached please find this agency's comments to the DSL.

If I may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachment
cc Fish Commission of Oregon
Jerry Bauer

JEL:lo

This covers only the bridge repair — Not the Cow Creek gravel source DLT

Date 6-27-74

ORS 541.605 et seq.

County Douglas

River Cow Cr.

Name of Applicant Oregon Highway Division

State Permit No. 1574 Corps of Engineers PN. No. ________

[✓] new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

[✓] 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background [✓] when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

[✓] 3. [✓] a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ________.

[✓] 5. ( ) DIKES SHALL BE CONSTRUCTED [✓] CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

[✓] 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE [✓] OPERATION OF EQUIPMENT shall be done in the active flowing stream from [illegible] without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

[✓] 9. ~~Spoils, stockpiles, and other~~ waste fill materials shall be placed [✓] ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

[✓] 10. [illegible]
[illegible]

( ) 11. [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency OWC

-31-02-74

8060

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 40, Project No. ERFO-284(3) for the Canyon Creek Pass-Canyonville Section of the Pacific Highway which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

P.S. & E. documents for the contract work in the amount of $61,000.00 will be sent during the month of June with a P.S. & E. request for authorization to proceed at the end of June.

The title sheet plan will be submitted with the project agreement.

DAR:js

Budget Bure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1 (REV. 4-61)

6-19-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Canyonville S. 1 mi. - S. 6.9 mi. 21 65	**ADT**	PRESENT 10,200	FUTURE 15,300 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE Temp. & Perm. Flood Repair 28 62	NATL. FOREST (63) (63)	FH ROUTE NO. 15	SUPV AREA	FA CLASSIF.	OA	EMERG. YR. 74-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NU PREFIX LETTER(S) ERFO- 14 23

CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief		COUNTY NAME Douglas		
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (22)	STATE 1 (36)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTH
1	(14-15)	(16)	41	42	43 46	53	I-5 Canyonville S .1 mi to S. 6.9 mi.	(54) (58)	(59) (66)	(67) (78)		
5					**PE**			1.58	200	200		
5					**ROW**		(MP 90.3 to MP 91.7) (MP 97.2)					
5					**CONST** (CODE) Temp & Perm Stage 2 6201		(Canyon Creek Pass - Canyonville Section)	1.58	100,608	100,608		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.58	100,808 (16) (23)	100,808 (24) (32)
1	14	PROGRAM APPROVAL DATES				

REMARKS

Restoration is necess
unusually heavy rainf
excessive runoff duri

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

6-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): I-5 Canyonville S. 1 mi. - S. 6.9 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	10,200	15,300	94	10	Oregon	41	099	40

ROPOSED WORK (35 typewriter: & Perm. Flood Repair

NATL. FOREST:

FA ROUTE NO.: 15

[illegible]:

[illegible]:

[illegible]:

EMERG. YR.: 74-1

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): ERFO- NUMBER: 284 SEQ. NO.: (3)

I Projects Only — POST MI.: DESIG.:

L FUNDS: Emergency Relief

COUNTY NAME: Douglas CODE: 019

REA

ROUTE NO. I — FEDERAL-AID: I-5 STATE: 1 U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-5 Canyonville S .1 mi to S. 6.9 mi.	1.58	200	200			P.E. (Plan Prep.) temp. & perm. storm damage repair consisting of traffic protection, slide removal, gr., dr., surfacing, riprap, seed, mulch and fencing.
	ROW		(MP 90.3 to MP 91.7) (MP 97.2)						
	CONST (CODE) Temp & Perm Stage 2 6201		(Canyon Creek Pass - Canyonville Section)	1.58	100,608	100,608			(Work by contract and State forces)
			PROJECT TOTALS	1.58	100,808	100,808			

RED BY

AM APPROVAL DATES

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snow-melt resulting in excessive runoff during the January 1974 storms.

-over-

USCOMM DUSCOMM-DC 48808-P61

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY IN DOUGLAS COUNTY
PROJECT NO. ERFO-284(3)

Remarks continued:

Existing Facility: The present facility consists of 4 - 12' lanes of A.C. surfacing with 10' right and 6' left shoulders.

Project Data:
Mile Point 90.3 to 91.7: Extremely heavy rainfall and snow melt resulting in flooding of side creeks caused several cross drain pipes to be plugged. This water plus pavement and backslope run-off caused flooding in the northbound ditch and fall-out section. The water eroded shoulder material, A.C. shoulder and fill material cutting a gully two to six feet deep. It destroyed the perforated metal pipe system that was in the ditch, thirty-five feet of 54" culvert, sixty feet of 18" culvert, one catch basin and damaged several others.

Temporary repairs consisted of traffic protection, debris removal, replace 54" and 18" culvert, backfill shoulder areas and shoulder rock. Temporary repair costs are:

Labor	$10,301
Equipment	15,243
Material	2,274
	$27,818

Permanent repair will be done by contract in the Canyonville-Glendale Jct. Section Project. It will consist of rock backfill ditch with grouted inlet aprons to collect the run-off water. Estimated cost is $59,000.00

Mile Point 97.2: Debris carried by flood water in Canyon Creek created a mudslide dam and plugged the outlet of a large multiplate culvert backing up water to the other side of the highway. The reservoir of water, when it finally broke loose, surged down Canyon Creek damaging the channel within the right-of-way for about a mile. The Section Foreman and District Engineer were informed of the situation at approximately 7:10 p.m., January 16, 1974. They rushed to the scene and noted the reservoir of water building up behind the mud slide. People immediately downstream were evacuated from their homes. Signs, flares and the early warner were placed to warn the traveling public. A crane large enough to reach logs and debris building up in the creek was located in Eugene and dispatched to the scene, where it started removing this material

from the upstream side of the mu
the mud slide was just starting
overflow onto the southbound lan
loose. Southbound traffic being
20 minutes was then allowed to p

Temporary repair costs are:

Permanent repairs will be by for
in the Canyonville-Glendale Jct.
removal, contour grade slide are
road and channel and fencing. E

Contract work of 900 lin.ft. of
costs are $2,000.00

Requirements of PPM 90-1: A ne
projects, statewide, for tempora
highways and highway facilities
ic failure, was submitted to an

A-95 Review: The project is ex
6 Clearinghouse reviews under w
and May 28, 1971, respectively.

System Action: Airports, Railr
Recreational Areas: None invol

Public Hearings, Location and D
graph 3c of PPM 20-8.

Note: This project is in Congr

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY IN DOUGLAS COUNTY
PROJECT NO. ERFO-284(3)

d:

s

y: The present facility consists of 4 - 12' lanes of th 10' right and 6' left shoulders.

to 91.7: Extremely heavy rainfall and snow melt oding of side creeks caused several cross drain pipes This water plus pavement and backslope run-off caused northbound ditch and fall-out section. The water material, A.C. shoulder and fill material cutting a feet deep. It destroyed the perforated metal pipe in the ditch, thirty-five feet of 54" culvert, sixty ert, one catch basin and damaged several others.

s consisted of traffic protection, debris removal, 8" culvert, backfill shoulder areas and shoulder repair costs are:

Labor	$10,301
Equipment	15,243
Material	2,274
	$27,818

will be done by contract in the Canyonville-Glendale ect. It will consist of rock backfill ditch with rons to collect the run-off water. Estimated cost is

Debris carried by flood water in Canyon Creek created d plugged the outlet of a large multiplate culvert to the other side of the highway. The reservoir of inally broke loose, surged down Canyon Creek damaging in the right-of-way for about a mile. The Section Foreman neer were informed of the situation at approximately ry 16, 1974. They rushed to the scene and noted the r building up behind the mud slide. People immediately evacuated from their homes. Signs, flares and the early ed to warn the traveling public. A crane large enough debris building up in the creek was located in Eugene o the scene, where it started removing this material from the upstream side of the multiplate. Water building up behind the mud slide was just starting to reach the point where it would overflow onto the southbound lanes and fall-out section when it broke loose. Southbound traffic being held at Canyonville for approximately 20 minutes was then allowed to proceed.

Temporary repair costs are:

Labor	$151.00
Equipment	783.00
	$934.00

Permanent repairs will be by force account and by contract included in the Canyonville-Glendale Jct. Section and will consist of debris removal, contour grade slide area, seed and mulch, repair maintenance road and channel and fencing. Estimated S.F. costs are:

Labor	$ 6,620
Equipment	3,386
Material	850
	$10,856

Contract work of 900 lin.ft. of fencing and replace one gate. Estimated costs are $2,000.00

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 6 Clearinghouse reviews under working agreements dated February 29, 1971 and May 28, 1971, respectively.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 4.

8060

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 18, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)80
Canyonville-Glendale Junction Section
Median Guardrail Installation

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the installation of median guardrail as described and supported in Mr. Versteeg's June 13, 1974 letter.

NOTED
E. S. HUNTER

G. K. Hossner
for G. L. Green

6-21-74
Copy - [illegible] Shirley

VED
Y ENGR
20 '74
REFER TO

NOTED
A. E. JOHNSON

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8060 6-13-74 Canyonville-Glendale I-5

Quickie

[illegible] Cole [illegible] C.I.V (C555

1970 to date.

I 5 [illegible] Bd only.

M.P. 90.15 – M.P. 93.75

also, include separate listing
involving guard rail accidents.

CWV
6-13-74

10 Acc

C.I. VIST

6/13/74

NOTED
W. E. COLE

1 [illegible] ✓
[illegible]
2 [illegible] 1
[illegible]
Swenson
R. Olson
[illegible] 4

RECEIVED
JUN 1 [illegible] 74
ROAD
DESIGN
SECTION

Prepare Reply ☐
Approval ☐
File
Other

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

5/12/74

LOCATION

Pacific Hwy.

Hwy. No. 1 Rte. No. I-5

From M.P. 93.15 (222

To M.P. 93.75 (222

Period Covered: 1-1-70 to 3-31-74

I-5 SB Only

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1970			1									1	2			2			
1971					1				2				3			3			
1972			2		1				1				4		2	2		5	
1973								1					1		1			1	
3 Mos. 1974													0						
Total			3		2			1	3			1	10		3	7		6	

Form E-593-6

Form 249x

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

I 5- Guard Rail Accidents

Sbd. only MP. 90.15 (228.19) - MP. 93.75 (224.59)

Year		MP.		Object
1970		—	—	
=				
1971		92,75		Med. G.R.
=		90.35		G.R.
1972		92.99		G.R.
=				
1973	—	—		
=				
3 mos. 1974	—	—		
=				

Call Shirley

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 9, 1974

1 Versteeg ✓
A. Olson
2 Terpin ✓
Scott
Swenson
R. Olson
Trout ✓

RECEIVED
MAY 1 6 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

TO Alfred Shirley, Regional Engineer

Jack C. McCormick

FROM Jack C. McCormick, District Engineer

SUBJECT Proposed Project
Canyonville-Glendale Section
Pacific Highway-Douglas County

Frank Note:

The above subject project was reviewed in the company of Bill Cole, George Sanford, Jerry Maness and Dick Dorn. It is requested that the following items be included in the project.

Safety { Repairs to the Gunite lined ditch. Truck climbing lane southbound from Station 425 to Station 487. Trucks stall out in this area during snow and icing conditions creating tie-ups and a traffic hazard.

Safety { Repave shoulder area on concrete section Station 104+50 to Station 417. One inch drop at edge of concrete is hazardous. Channel repair work is needed Station 366 to Station 378. Canyon Creek is meandering and eroding toe of fill which is causing fill failure. Channel should be realigned and rip rap installed at eroded areas.

(? { Pave and curb fall-out area from Station 396 to Station 485 on northbound lanes. Paving will run twelve to eighteen feet in width. This area was washed out January 15, 1974, and all the PMP drainage systems were destroyed. Failures in existing concrete pavement should also be repaired. There are three areas about 12' x 15' which should be removed and repoured.

I agree { There will be a surplus of salvage guard rail on the project. Some of this should be made available for maintenance work.

With your approval, this information should be transmitted to Mr. Versteeg.

JCM:gl

5/15/74
J.H. Versteeg —
I concur with what Jackray's except Para #4.
Bud S.

OOOH

REFERRED TO

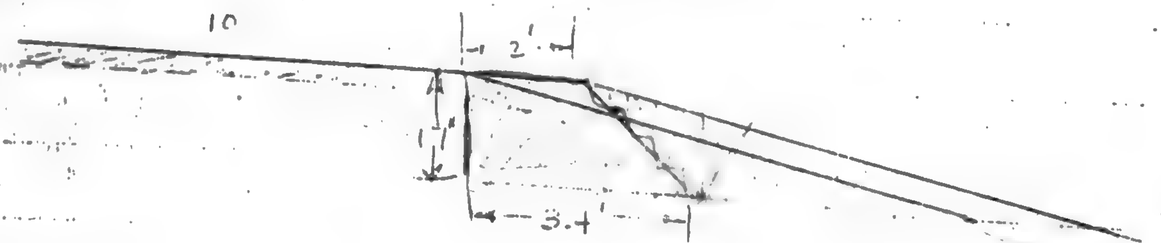
WE Cole Reed
Erikson Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

Canyonville - Glendale J

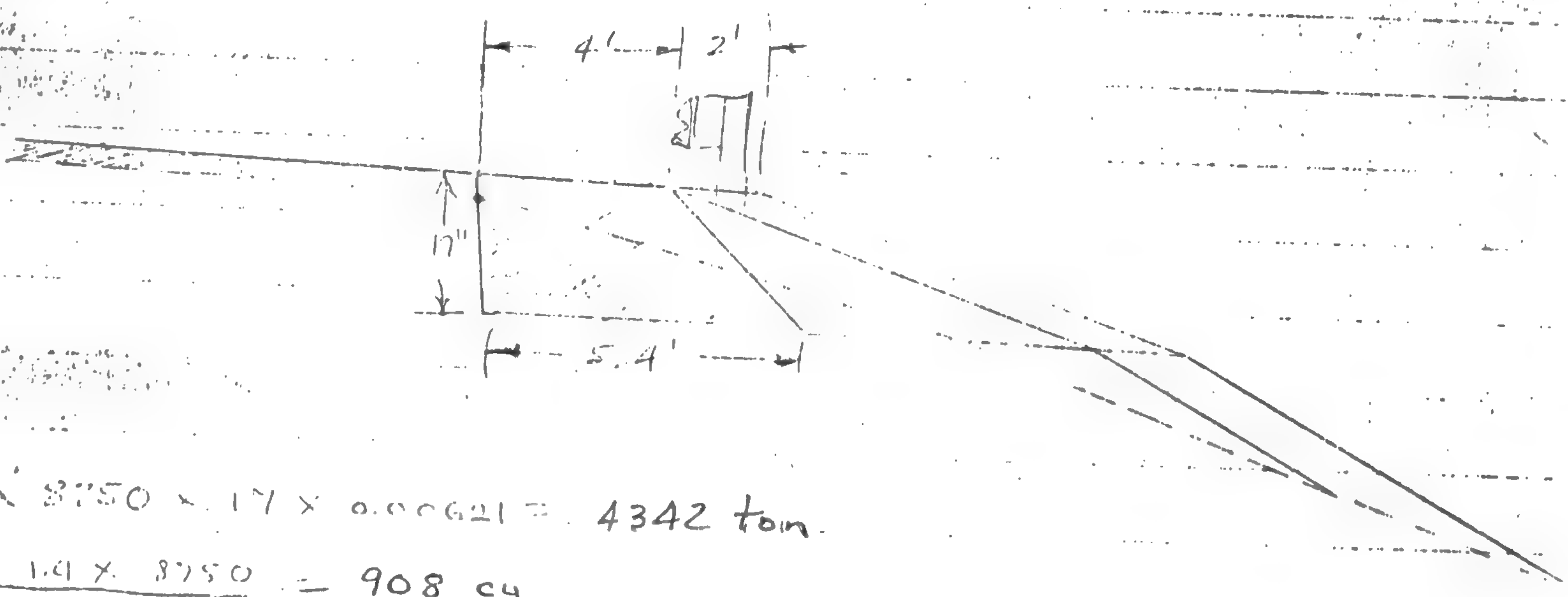
Cost Estimate for Climbing Lane

Sta. 295-485



A.C. 2.7 x 10,250 x 17 x 0.00621 = 2922 ton

Aggreg. $\frac{2 \times 1.3 \times 10.250}{27}$ = 987 cy.



A.C. 4.7 x 8750 x 17 x 0.00621 = 4342 ton

Aggre. $\frac{2 \times 1.4 \times 8750}{27}$ = 908 cy

Cost:

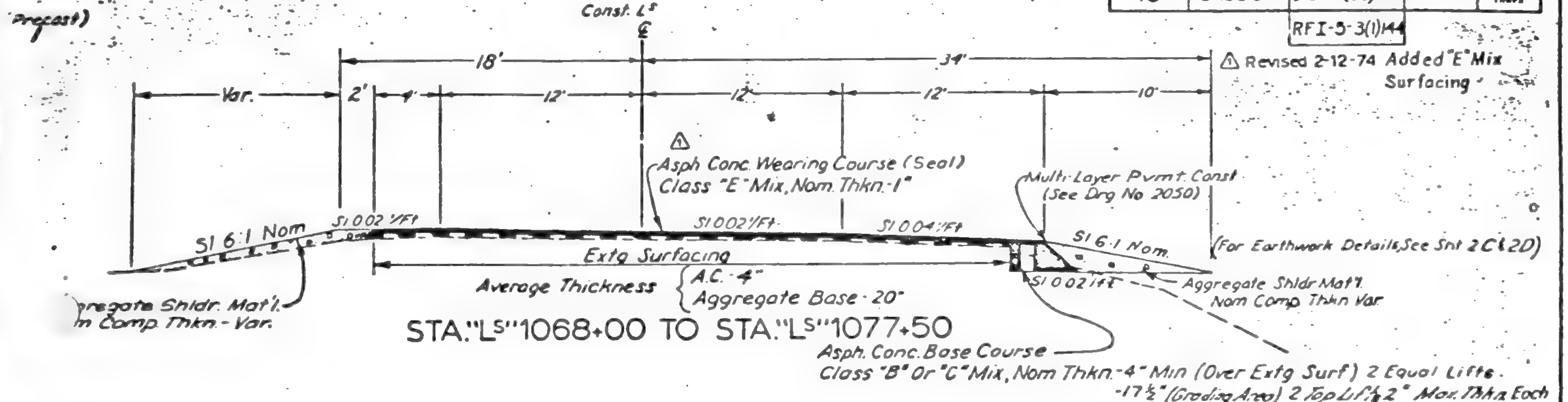
Asphalt Conc. (4342 + 2922) x # 13.75	= # 99,880
Aggregate (987 + 908) x $ 3.95	= 7,485
	# 107,365

SECTIONS

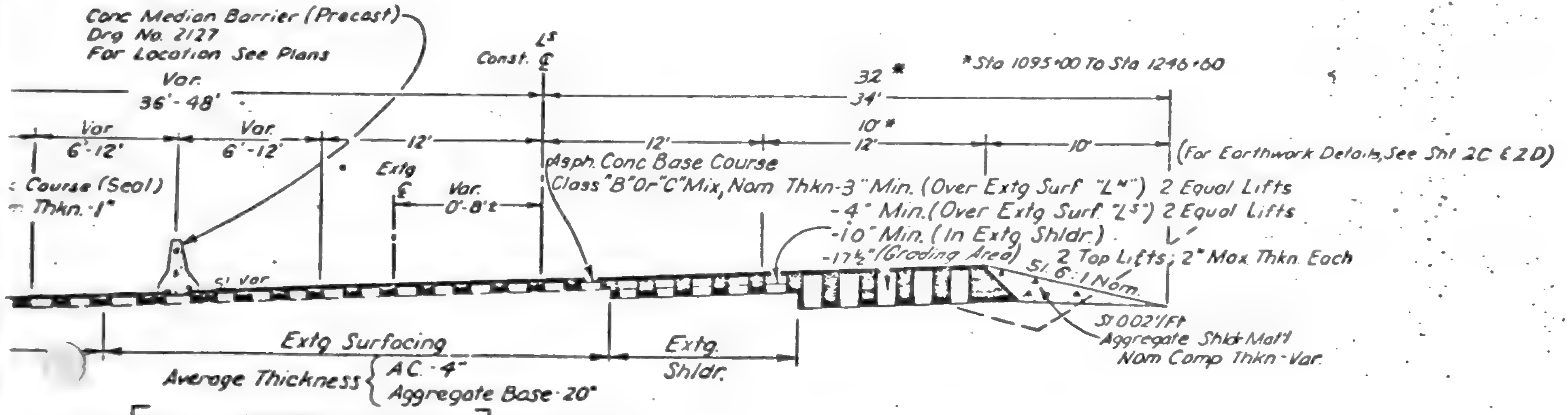
NORTH UNIT RICE HILL-NORTH OAKLAND JUNCTION SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-3(93)141 RF I-5-3(1)144		See Index

△ Revised 2-12-74 Added "E" Mix Surfacing

Precast)


Const. ℄ Ls
18'
34'
Var.
2'
4'
12'
12'
12'
10'
△
Asph. Conc. Wearing Course (Seal)
Class "E" Mix, Nom. Thkn.-1"
Multi-Layer Pvmt. Const.
(See Drg No 2050)
Sl 6:1 Nom
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 6:1 Nom
(For Earthwork Details, See Sht 2C & 2D)
Extg Surfacing
Average Thickness
A.C.-4"
Aggregate Base-20"
Sl 0.02'/Ft
Aggregate Shldr. Mat'l.
Nom Comp Thkn Var
regate Shldr. Mat'l.
n Comp Thkn.-Var.
Asph. Conc. Base Course
Class "B" Or "C" Mix, Nom Thkn.-4" Min (Over Extg Surf) 2 Equal Lifts
-17½" (Grading Area) 2 Top Lifts 2" Max. Thkn Each

STA."Ls"1068+00 TO STA."Ls"1077+50


Conc Median Barrier (Precast)
Drg No. 2127
For Location See Plans
Const. ℄ Ls
32'*
*Sta 1095+00 To Sta 1246+60
Var.
36'-48'
34'
Var
6'-12'
Var.
6'-12'
12'
12'
10'*
12'
10'
(For Earthwork Details, See Sht 2C & 2D)
Course (Seal)
Thkn.-1"
Extg ℄
Var.
0'-8'±
Asph. Conc Base Course
Class "B" Or "C" Mix, Nom Thkn-3" Min. (Over Extg Surf "Lw") 2 Equal Lifts
-4" Min. (Over Extg Surf "Ls") 2 Equal Lifts
-10" Min. (In Extg Shldr.)
-17½" (Grading Area) 2 Top Lifts; 2" Max Thkn Each
Sl Var
Sl 6:1 Nom.
Sl 0.02'/Ft
Aggregate Shldr Mat'l
Nom Comp Thkn-Var.
Extg Surfacing
Extg. Shldr.
Average Thickness
A.C.-4"
Aggregate Base-20"

STA. [EQUA. 1108+89.10 P.T. Bk.= 1246+52.25 P.O.T.Ah.] 1246+60

ing Details Not Shown, See Section Above)

8060

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

June 13, 1974

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

The subject project is scheduled for safety upgrading and an overlay of three inches on the asphalt concrete pavement.

This overlay will require revision of the existing median barrier to the standard height and current design.

Because of conditions peculiar to this project is is intended to deviate somewhat from the standard construction of metal median barrier or concrete median barrier and provide both kinds and also a modification of the standard metal median barrier. Enclosed are sketches indicating some typical conditions and the treatment proposed for each.

The subject section was constructed in 1964 and 1965 and in the mountainous terrain a "sawtooth" cross-section, on super-elevated curves, was used to reduce construction costs. Two lines of guard-rail were installed with 19 inch height to the center of the rail, blocked out and with post spacing of 12'-6".

In those areas where the sawtooth section exists it is proposed to upgrade the guard-rail on the high side of the super to provide 24 inches to the center of the rail, blocked out, install additional posts for the current spacing of 6'-3" and install a brush rail on the traffic side of the posts. It is considered necessary to provide this level of protection because of the accident severity potential if the barrier should be penetrated. The guard-rail on the low side of the super will be raised to the 21 inch height to the center of the rail and upgraded by adding post and block for 6'-3" spacing. This Type 2A guard-rail installation is considered to be adequate protection to prevent an out of control vehicle from climbing the sawtooth slope in the median, breaking through the modified guard-rail at the top of the slope and entering the opposing traffic lanes. These two conditions are shown in "C" of the accompanying sketches.

Where the previously described conditions are separated by short tangents it is proposed to replace the existing metal median barrier which has 12'-6" post spacing with our current standard metal median barrier. There are three short sections of approximately 800 feet each where this condition exists.

There is one location where because of roadways are separated by a difference in profile the existing guard-rail will be replaced with standard Type 2A guard-rail.

On the remainder of the project where median barrier is required your approval is sought to replace the existing median barrier with precast concrete median barrier. The cost of replacing the existing metal median barrier with current standard metal barrier is estimated to be $19.00 per linear foot. The cost of replacing it with precast concrete barrier is estimated to be $15.00 per linear foot.

Besides being less expensive to construct the concrete median barrier has been demonstrated to more safely redirect errant vehicles than the metal barrier. Icing conditions are a hazard in the area. Concrete median barrier requires little, if any, maintenance. Therefore, the hazards to the public and to maintenance personnel are reduced.

We, therefore, request your early and favorable consideration of our proposal to replace the existing metal median barrier with concrete median barrier in those locations previously described.

Enclosed is a sketch indicating the locations on the project where the various treatments discussed will be constructed.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

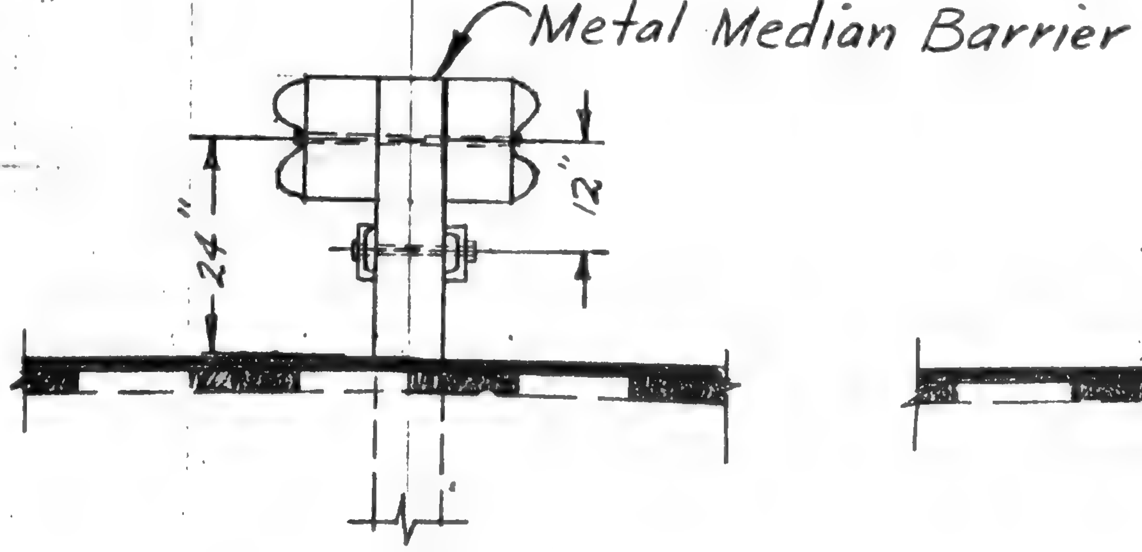
FET:we
Attachments (2)

bc: E. S. Hunter
C. T. Keasey
A. E. Shirley
W. E. Cole

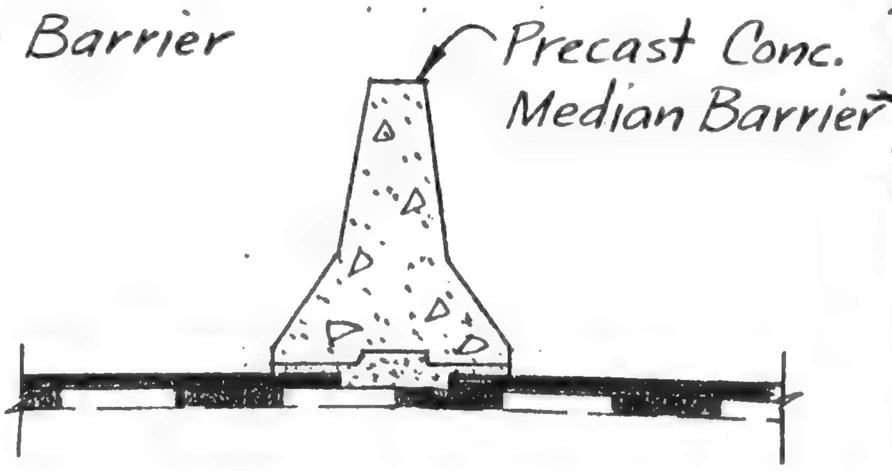
Canyonville - Glendale Junction
Pacific Highway
Douglas Co.

610-1933-905
6-10-74

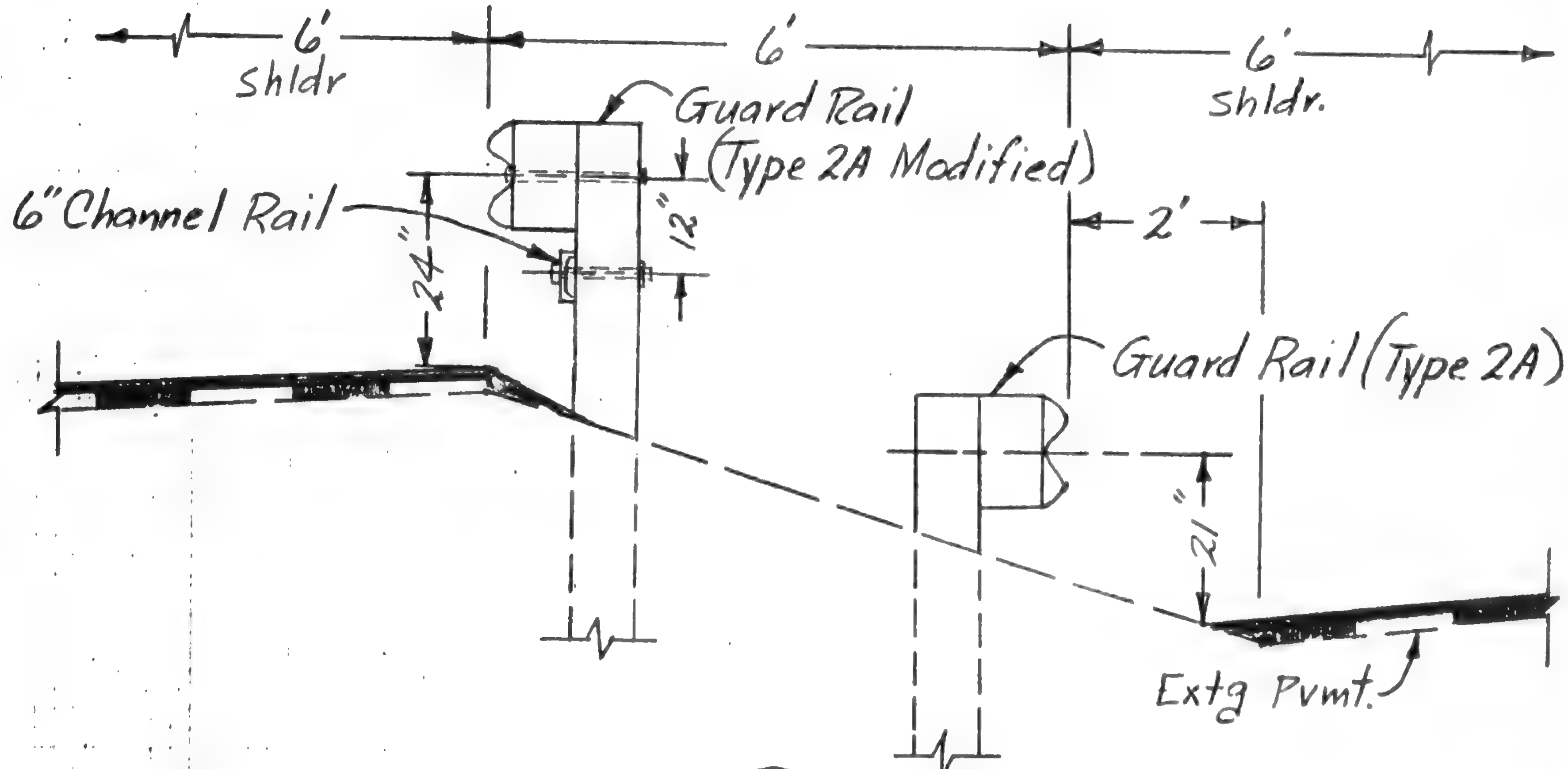
MEDIAN TREATMENT


Metal Median Barrier
24"
12"

Ⓐ

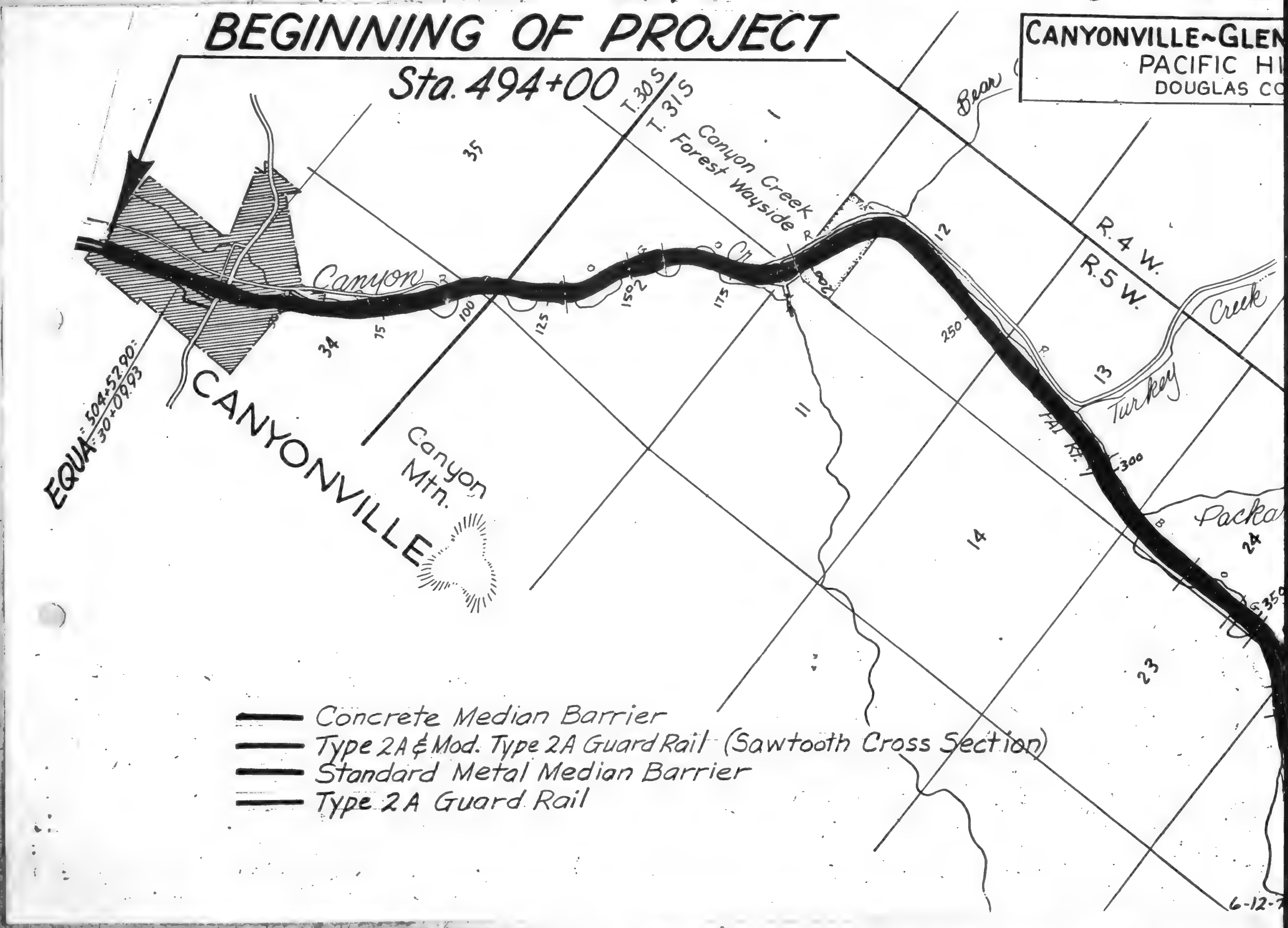

Precast Conc.
Median Barrier

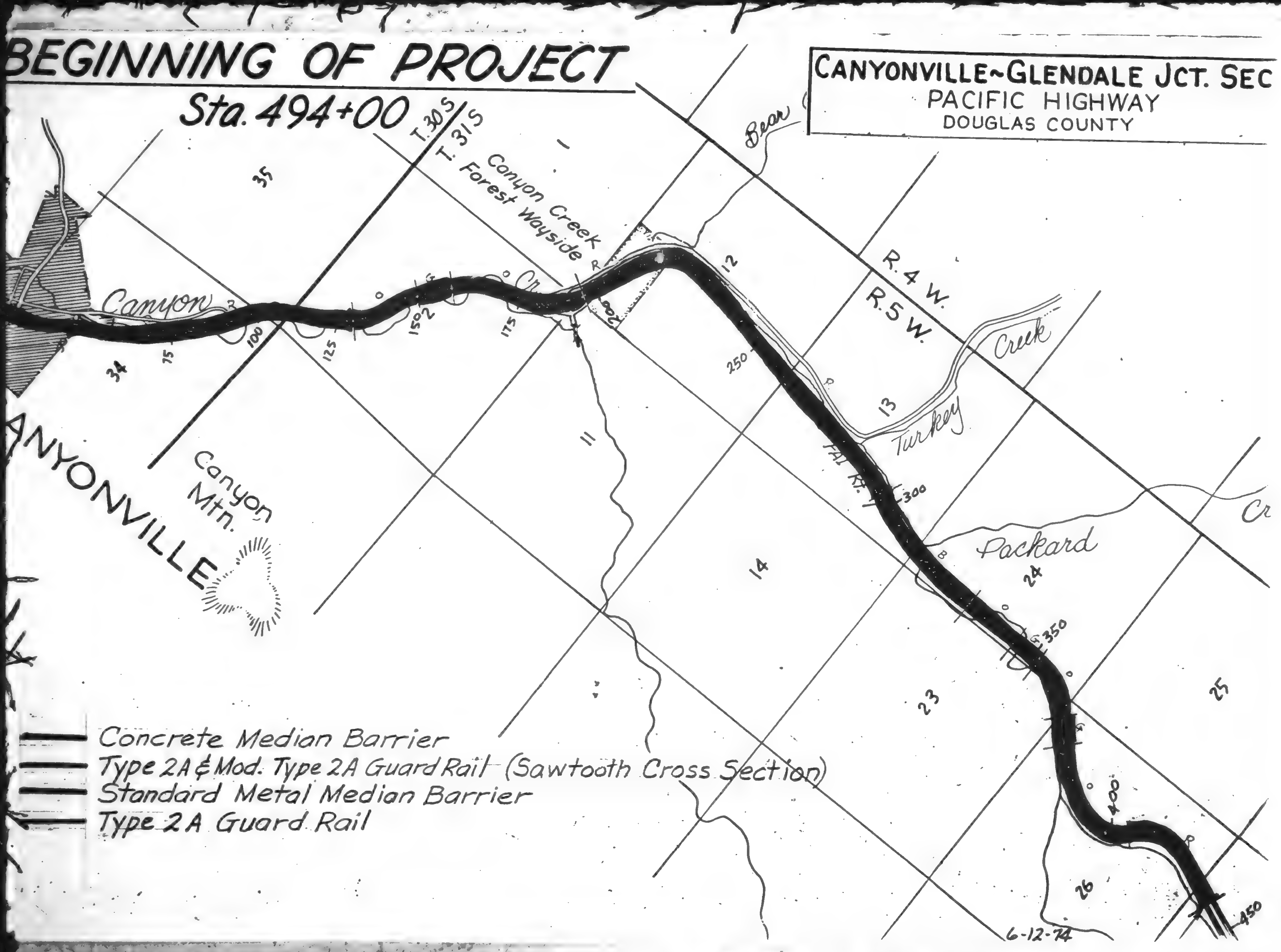
Ⓑ


6'
shldr
6'
6'
shldr.
Guard Rail
(Type 2A Modified)
6" Channel Rail
24"
12"
2'
Guard Rail (Type 2A)
21"
Extg Pvmt.

Ⓒ

CANYONVILLE~GLEN
PACIFIC HI
DOUGLAS CO


BEGINNING OF PROJECT
Sta. 494+00
EQUA: 504+52.90 : 30+09.93
CANYONVILLE
Canyon Mtn.
Canyon
Canyon Creek Forest Wayside
Cr.
T. 30 S
T. 31 S
R. 4 W.
R. 5 W.
Bear
Turkey
Creek
Packa
FAI Rt.
34
35
1
11
12
13
14
23
24
15
100
125
150
175
200
250
300
350
6-12-7
Concrete Median Barrier
Type 2A & Mod. Type 2A Guard Rail (Sawtooth Cross Section)
Standard Metal Median Barrier
Type 2A Guard Rail


BEGINNING OF PROJECT
Sta. 494+00
CANYONVILLE~GLENDALE JCT. SEC
PACIFIC HIGHWAY
DOUGLAS COUNTY
T. 30 S
T. 31 S
R. 4 W.
R. 5 W.
Canyon Creek Forest Wayside
Canyon
Cr
Bear
Turkey Creek
Packard Cr
FAI Rt.
ANYONVILLE
Canyon Mtn.
35
34
1
11
12
13
14
23
24
25
26
15
75
100
125
150
175
200
250
300
350
400
450
Concrete Median Barrier
Type 2A & Mod. Type 2A Guard Rail (Sawtooth Cross Section)
Standard Metal Median Barrier
Type 2A Guard Rail
6-12-74

8060

June 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Canyon Creek Pass-Canyonville Section
Project No. ERFO-284(3)

We are submitting six copies of a force account order covering the permanent restoration of the above-mentioned section which we wish you to approve. They are being submitted at this early date (before the program is approved) to aid in reviewing the work necessary to complete the project.

Authorization to use State forces to perform the work is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel that it is in the public interest to perform the work with State forces.

Attach.

DAR:dg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 13, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-2(-)
Canyonville-Glendale Jct. Section
Shoulder Widening

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

cc Versteeg appropriate action
6-18-74

By June 3, 1974 letter Mr. Versteeg requested approval to widen the existing 10 foot shoulders two feet to provide additional width for southbound trucks to use the shoulder as a climbing lane. The proposal involves the southbound shoulder between stations 295 and 485 on subject project.

Approval was previously given to widen the shoulders on the Siskiyou and Sexton Mountain passes. These were considered the most troublesome areas and our approval was given in an attempt to evaluate traffic operations under these unusual conditions. It was not our intent to apply this type of design modification to the remaining Interstate. As you are aware use of the shoulders for other than emergency purposes is discouraged.

No further shoulder widening will be approved for sections of completed Interstate unless such safety improvement work can be supported by accident records and a cost-effectiveness study. Accordingly Mr. Versteeg's request cannot be approved.

G. L. Green

1
2
ART COPY

NOTED
A. E. [illegible]

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
HWY ENGR
JUN 14 '74
REFER TO
FOR
Sign Act ✓ File

#8060

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 12, 1974

SUBJECT: File No:
Canyonville-Glendale Section
Pacific Highway
Douglas County

To: J. B. Boyd
Right of Way Engineer
State Hwy. Bldg.
SALEM

This final report is for a material source to be used on the Canyonville-Glendale Section.

Mr. Martin requested that a previous monument removed by the State be replaced. A letter is on file requesting Alfred Bates, Resident Engineer, to reestablish a ¼ Section monument previously removed by the Highway Department.

Region Construction Engineer, J. X. Wilson, has requested that the information in this agreement be forwarded to Mr. J. H. Versteeg in Design.

Virgil Wilson
Virgil Wilson
Right of Way Supervisor

Enclosures

VW:csk

Copy ✓
2 T
Scott
Swenson
R. Olson
Trout KT

RECEIVED
ROAD DESIGN
SECTION

Do not file
Return To
Bring Up ___/___/___
Other

Above report is with R/W file data DLT

RIGHT OF WAY SECTION
RECEIVED
JUN 12 1974

☐ RE	☐ ARE	☐ ARA	☐ FS	☐ CA	☐ RS
☐ PMS	☐ AS	☐ CE	☐ OS	☐ TA	☐ FAO

#8060

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 3, 1974

For: M S Hanz

FROM: J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Proposed Aggregate Sources
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

Attached is data on two proposed material sources for the subject project.

Since Al Bates wrote his attached transmittal letter, we have found out that the Cow Creek gravels have passed all tests with the exception of the sodium sulphate which has not yet been run. Indications from the Lab, however, are that based on the results of other tests, there should be no problems. In any event, test results will be available within a week.

The Wilken Quarry appears to be an adequate source but is undeveloped and requires coring to prove out. We are in the process of putting together a negotiated contract for the necessary core drilling. This information will be forwarded when available.

JXW/cw
Attach.

cc C. T. Keasey
A. W. Bates

1
2
3
Copy

RECEIVED

Trout holding Surface Mining application (original)

Copy sent to Dennis Johnson Environmental Section W.C.C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 22, 1974

FILE:

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Proposed Aggregate Sources
Canyonville-Glendale Jct. Section
Pacific Highway
Douglas County

With regards to the developement of (1) Wilken Quarry and (2) Cow Creek Gravels as proposed aggregate sources for the subject section project, I am submitting the following:

1. One (1) map, Wilken Quarry area
2. One (1) Developement Plan (Wilken Quarry)
3. Application for Surface Mining Permit (Wilken Quarry)
4. One (1) map, Cow Creek Gravel Bars (Martin Bar)
5. One (1) Developement Plan (Martin Bar)

The Wilken Quarry is owned by the State and is an undeveloped source. The developement of this quarry will entail clearing and grubbing, stripping of overburden, preparing plant and stockpile site and improving the existing logging road from the proposed quarry area to the Pacific Highway.

The Cow Creek gravel bars are located approximately 1,300 feet to the right and parallel to the Pacific Highway. There is a suitable plant and stockpile site between the Highway and the Cow Creek bars. This site was used to crush and stockpile on a previous contract. The gravel bars and plant site are on private land belonging to Mr. W. F. Martin.

The cost to develop the Wilken Quarry will be rather high whereas the developement cost for the Cow Creek gravels would be nil.

Samples of bar run material from the Martin Bar were submitted to the Salem Laboratory May 8, 1974. As of this date results of the testing requested have not been received.

If the Cow Creek gravels prove out to be suitable for producing the required aggregates for the subject project, it is recommended that they be used. It is the belief of this office that the use of the gravels rather than the quarry material will result in a savings due to the cost of developing the Wilken Quarry, even though it will be necessary to pay a royalty cost for the Cow Creek gravels.

Mr. Elliot Parker, Region Geologist, has had the necessary pioneer road built in the Wilken Quarry area to core drill. As of this date, Mr. Parker advises that core drilling has not started.

The estimated amount of aggregates needed for the subject project is 85,000 cubic yards. It is recommended that the Martin Bar gravels and the plant and stockpile area be appraised by our Right-of-Way section to determine a royalty price for the gravels and a rental rate for the plant and stockpile site.

Mr. Beryl Orr of the Douglas County Water Resources Board requested some time ago that should we need gravels from the Cow Creek area, he would appreciate that we investigate the Cow Creek bars to determine if excavation of gravels would improve flooding conditions in the area.

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

Identification No. ____________

Rec'd ____________ By ________

APPLICATION FOR

☒ SURFACE MINING OPERATING PERMIT
☐ GRANT OF LIMITED EXEMPTION
☐ GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: Alfred Shirley, Jr.
Oregon State Highway Division
P.O. Box 1128 Roseburg, OR 97470

Title: Regional Engineer

Business phone: 672-6541 EXT 241

Site location: ¼ Sec. NW Sec. 26 Twp. 31S Range 5W WM County Douglas Site name, if any Wilken Quarry

☒ 1. SURFACE MINING OPERATING PERMIT

I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant A.X. Wilson

Ass't Title Regional Engineer Date 6-3-74

☐ 2. GRANT OF LIMITED EXEMPTION

I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant ____________

Title ____________ Date ____________

☐ 3. GRANT OF TOTAL EXEMPTION

A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant ____________

Title ____________ Date ____________

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321
Telephone (503) 926-5571, Ext. 277

Identification No. ____________
Received: ____________ By____

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator:
Region Office
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Operator's phone: 672-6541 EXT 241

Landowner (if other than Operator):

Name SAME

Address

Phone No.

Identification of Site:

¼ Section	Section	Township	Range	County
NW	26	31S	5W WM	Douglas

Distance in miles	Direction from	Nearest community
3.8	North	Azalea, Oregon

Type of Site: ☐ 1. Pit ☒ 2. Stockpile ☒ 3. Plant ☒ 4. Quarry ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:

Type of overburden Weathered talus
Approximate maximum depth of overburden 3 feet ±
Approximate maximum depth of mine 50 feet ±
Primary mineral to be removed Quarry rock
Total quantity of overburden (yards) 15,000 C.Y. ±
Total quantity of mineral (yards) 85,000 C.Y. ±

Size:

Approximate acreage affected prior to 7-1-72 N/A
Approximate acreage affected 7-1-72 to date N/A
Total acreage affected (to be affected) 7 acres
Acreage affected and reclaimed prior to 7-1-72 N/A
Acreage affected and reclaimed 7-1-72 to date N/A
Acreage affected but not reclaimed prior to 7-1-72 N/A
Acreage affected but not reclaimed 7-1-72 to date N/A

Volume:

Total cubic yards excavated 7-1-72 to date N/A
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? 100,000 C.Y. ±

Site Use (acres currently affected by:)

Excavations	5 acres
Processing plant and stockpiles	2 acres
Surface mine refuse disposal	0
Plant refuse disposal (tailings pond)	0
Prospecting and exploration	0
Total	7 acres

Status:

Date mining began Has not begun
Date mining will begin August, 1974

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption

☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)

- ☐ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).
- ☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71.
- ☐ 3. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).
- ☐ 4. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
- ☐ 5. Access road's borrow pit or quarry.
- ☐ 6. On-site construction.
- ☐ 7. The site covers less than two acres.
- ☐ 8. A total of less than 10,000 cubic yards of mineral have been, or will be, removed.
- ☐ 9. The site is inactive.
- ☐ 0. Other ____________

4-B. Total Exemption

☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)

- ☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
- ☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
- ☐ 3. Access road's borrow pit or quarry.
- ☐ 4. On-site construction.
- ☐ 5. The site is less than two acres.
- ☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
- ☐ 7. The site is inactive.
- ☐ 0. Other ____________

4-C. Voluntary Submission

☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

J. X. Wilson
(Signature of applicant)

Title Regional Engineer Date 6-5-74

(OVER) A557

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (e).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant Alfred Shirley, Jr.

Address Oregon State Highway Division
P.O. Box 1128 ZIP 97470
Roseburg, OR

Description of site:

¼Section	Section	Township	Range	County
NW	26	31S	5W WM	Douglas

Distance	Direction from	Nearest community
3.8Miles	North	Azalea, Oregon

Proposed subsequent use of site upon completion of reclamation:

A. X. Wilson
(Applicant's signature)

Title Regional Engineer Ass't. Date 6-3-74

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances?	no
Is the Operator now operating under existing zoning laws or ordinances?	n/a
Is the proposed reclamation plan legal under current zoning laws or ordinances?	yes
Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws?	yes

Recommendations and comments:

Linda L. Reitz
(Signature of County Official)

Title Zoner Date May 20, 1974

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

SMLR-1A

MARTIN GRAVEL BAR
Developement Plan

This proposal is for obtaining materials from gravel bars along Cow Creek located in the SE ¼, Sec 25; SW ¼, Sec 25; NW ¼, Sec 36; T 32 S; R 6W, WM. The crushed material will be used in conjunction with resurfacing of the Pacific Highway between Canyonville and Glendale, Oregon. The gravels will be obtained from five bars all of which are adjacent to one another. The excavation will be done in such a manner so as to straighten the channel and improve flooding conditions. The gravel bars are all on private property belonging to Mr. W. F. Martin. An area located between the Pacific Highway and Cow Creek is proposed as a plant and stockpile site. This area was previously used for the same purpose and is .75 miles northerly of the Glendale Interchange.

It will be necessary to reject sand material from the bar run material. This reject material will be hauled back to the river bed from the plant site and placed so as to uniform the width and grade of the new channel and help control erosion.

Mr. Bauer, Biologist with the Oregon Wildlife Service, has been over the area and in the Resident Engineer's office to discuss our proposed plan of removing bar run material. He requested that adequate structures be provided for stream crossings and that the new channel crowd the natural vegetation as much as possible so as to provide shade along the creek. Mr. Bauer also advised that people from their Portland Office have been over the area.

It is our proposal that the gravels be excavated behind a berm or dike, leaving the creek in its present channel until the total excavation has been completed in each individual bar before diverting the stream through the new channel. Provisions should be set forth requiring at least a 36" culvert for stream crossings.

For the most part the new channel alignment will cause the stream to move away from a bank of cleared land toward a bank of natural vegetation. The typical section as shown on our development plan map will allow for the shifting of the channel if required and or directed.

WILKEN QUARRY

Development Plan

The area known as Wilken Quarry is an undeveloped source located in the NW ¼, Section 26, Township 31S, Range 5W WM which is 3.8 miles northerly of Azalea, Douglas County, Oregon and .65 miles westerly of the Pacific Highway (I-5). This quarry site or any operations therein cannot be observed from the Pacific Highway. There now exists a logging road from the Pacific Highway to the quarry site. This road will need to be improved for a haul road. The existing ground in the quarry area is approximately on a 1-3/4:1 slope. The ground from the toe of the quarry to Pass Creek is reasonably level with a slight slope toward the creek, this area will be used as a plant site. The cover in the quarry area is medium to heavy with mostly deciduous type trees with a few evergreens. The area for the plant site is reasonably clear except for some small trees and brush. A border of trees will be left along the creek bank. The creek should not be affected by the processing plant's operation. Overburden material from the quarry will be used to level the plant site area. It is anticipated that there will be very little if any material rejected during the process of producing crushed rock. When this quarry is exhausted the land can be reclaimed by planting native vegetation.

6-3-74

HIGHWAY A STRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ECT NO. ER-284(1)

STATE PROJECT NO. Cow Creek Bridge Section

FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO.	COUNTY NAME Douglas
	ITEM NO. ER-4	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED June 3, 1974	DATE AUTHORIZATION EFFECTIVE June 3, 1974	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:

Mile Post 86.52 (Detour Road MP 86.14 to MP 88.12 Azalea-Quines Creek Section of the Azalea to Glendale County Road)

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's May 23, 1974 letter it has been determined to be in the public interest to construct the subject project by force account procedures using State Forces. You are authorized to proceed with the necessary construction estimated to be $6,080.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~A~~XXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E documents as represented by State Force Order Number 1 for the subject project have been reviewed together with attachments and are hereby approved.

A signed copy of State Force Order No. 1 is returned herewith.

NOTED
H.S. COULTER

RECEIVED
JUN 5 1974
Office of
Assistant State Highway Engineer
6-5-74.
orig. to [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
JUN 4 '74
REFER TO
Coulter
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-3-74	CK Burghardt for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

(Rev. 5-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Azalea-Glendale

Date May 16, 1974

Highway Pacific

F.A.P. No. ER-284 (1)

County Douglas

Prefix 610-4432-304-01 Account No. ....

Description of Work To Be Done: Patch the Azalea-Quines Creek Section of the Azalea to Glendale County Road. Purchase and install 420 tons Class "C" A.C. and 1 ton asphalt tack coat with Maintenance Forces.

Location by Station Numbers: M.P. 86.14 to M.P. 88.12

APPROVED EFFECTIVE DATE JUN 3 1974
[illegible]
By C R Burghardt
Engineering Coordinator
JUN 3 1974

Estimate of Quantities and Costs:

Equipment	$ 600.00
Labor	1,200.00
Materials	4,280.00
	$ 6,080.00

Explanation: This section of county road was used as a detour for southbound I-5 traffic from January 16, 1974, to January 31, 1974, while emergency repairs were made to the Cow Creek Bridge at M.P. 86.52. Flood waters undermined a footing on the bridge January 16, 1974. Heavy I-5 traffic damaged shoulder and surfacing at various locations.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 6,080.00

Present estimate of project cost, including $.......... for work under this order $..........

Expected under-run / over-run (amount) . . . . . . $..........

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: James .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

SP*73430-734

Equipment

1 Grader	2 shifts	@ $25.00	=	$ 50.00
1 Roller	2 "	@ $42.00	=	84.00
1 Kettle	2 "	@ $18.00	=	36.00
4 Trucks	10 "	@ $38.00	=	380.00
2 Pickups	4 "	@ $ 5.00	=	20.00
1 Scoop	1 "	@ $30.00	=	30.00
				600.00

Labor

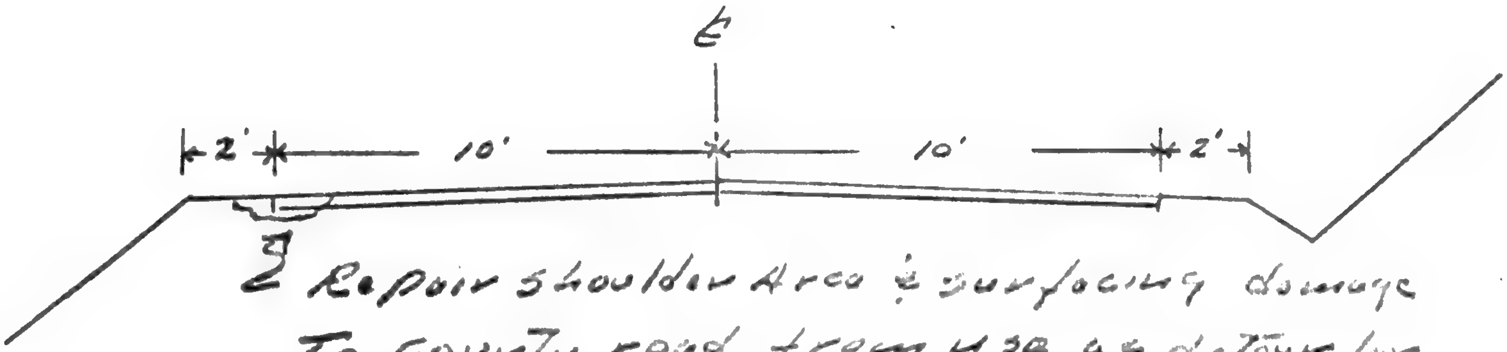
Canyonville Section Crew & Extra Gang 2 days @ $600 = 1200.00

Materials

420 tons @ $10.00 =	4200.00
1 ton asphalt tack @ 80.00 =	80.00
	4280.00

TOTAL $ 6,080.00

Typical Section
AZalea - Quines Cr. Detour
MP 86.14 - MP 88.12
Prefix # 610-4432-304-01



Repair shoulder Area & surfacing damage To county road from use as detour for south bound I-5 Traffic

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE March 4, 1974

TO MEMO TO THE FILE

Jack C. McCormick

FROM Jack C. McCormick, District Engineer

SUBJECT

Following is an estimate for repairs needed on the Azalea-Quines Creek Junction Section of the Azalea to Glendale County Road. This section of county road was used as a detour for southbound I-5 traffic when flood waters from Cow Creek undermined a footing on the bridge over Cow Creek at MP 86.52. The bridge was washed out on January 16, 1974 and the county road was used as a detour from January 16, 1974 to January 31, 1974 while emergency repairs were made on the bridge.

Equipment	$600.00
Labor	$1,200.00
Materials	420 tons AC at $10.00 = 4,200.00
	1 ton Asphalt tack at 80.00 = $80.00
	$6,080.00

JCM:cc
cc: Bill Geibel
Tom Lowe, F.H.W.A.

I-5

cc: OSHD (F. Terpin)

Design

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Canyonville to Glendale Section	DIVISION Oregon
DATE OF INSPECTION 5/30/74	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. I-5-2(-)80

IN COMPANY WITH
Frank Terpin, Bill Cole, George Sanford, Dick Dorn, OSHD

REMARKS

CANYONVILLE-GLENDALE SECTION
Design Review

The items addressed in my 5/16/74 report were discussed. A plan for paving the northbound (downgrade) ditch was reviewed (item 4 of my 5/16/74 report).

The original plans called for a 6:1 inslope however the inslopes were built very flat. (Probably due to excess material.) The flat inslopes have invited considerable truck usage resulting in shoulder failure. The primary concern is the hazard caused by trucks parking on and driving down the inslopes adjacent to high speed Interstate traffic.

It was generally agreed that paving the entire inslope (15 to 18 feet) would be of questionable benefit in improving the hydraulic problem and would undoubtedly invite increased truck usage.

I explained that the ditch invent paving included in my ER damage assessment was intended to be for paving the ditch only - not the whole inslope. Also the AC invent protection was used for an estimate only, i.e., a rock 4 or 6 inch minus blanket, possibly with ditch checks, may be more economical depending on proximity of materials.

I recommend strong consideration be given to steepening the inslope (say 8:1) and lining the ditch with 6 inch minus rock in lieu of the full width paved inslope. It appears this approach will discourage dangerous truck usage of the inslope, ~~and~~ will be an equally functional solution for the hydraulic problem and will cost less.

1 V
2 T
wecopy

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

I-5

cc: F. Terpin, OSHD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

Design

REGION NO. 10	REPORT ON Canyonville-Glendale Section	DIVISION Oregon PROJECT NO. I-5-2( )80
DATE OF INSPECTION 5/16/74	INSPECTION MADE BY T. P. Lowe, Area Engineer	

IN COMPANY WITH Frank Terpin and Bill Cole, OSHD

REMARKS

CANYONVILLE-GLENDALE SECTION
DESIGN REVIEW

The following questionable items of eligibility and design were discussed in an effort to reach agreement during the design stage.

Each item is listed with a brief synopsis of our discussion:

1. Telephone Slide:

   1000' of right of way access fence was destroyed. This should be ER or maintenance funds; however, it was not written up in the original ER survey.

2. Sta 387:

   Canyon Creek is washing the embankment causing a slump in the pavement surface. This was not considered eligible for 1974 ER funding nor is it eligible for "I" funding. I consider this maintenance.

3. Climbing Lane, SB Canyon Mtn:

   Region requested widening of the existing shoulder to 12' to accommodate truck traffic. Frank Terpin said it will take 2' and not be much work. The State will write a letter formally requesting this.

4. Flood Eroded ditch South of Telephone Slide:

   Region wants to pave the ditch. This was covered by my ER report.

5. Sta 559, Azalea Slide:

   Sta 557 to 565 cut slide. Benches need to be reestablished to correct this slide. About 11,000 cy of cleanup is required and a small section of an access road will have to be built.

   This is a good place to get required embankment for the safety work.

6. Cow Creek:

   The State Will make some changes in the ER report to correct flood damage to the Cow Creek structure.

(more)

7. Faulty Concrete Pavement Adjacent to Cow Creek Bridge:

Apparently this is due to faulty concrete (foreign matter in matrix). This is considered a maintenance problem.

8. Sta 250 to 262:

In this area and several other places there is no shy distance at present, i.e., 10' from travel lane. End sections must be revised anyway. A Type II anchor was placed in 1972 to current standards. This job was previously not scheduled until 1976 or later but recent environmental problems have caused the schedule change.

Unless there is recent accident experience I recommend no work on this guardrail.

9. AC Shoulders:

The AC shoulders adjacent to PCC lanes has failed throughout the job. These shoulders were not full depth. Question - Is this eligible for "I" funding based on underdesign or maintenance? Current design with PCC would call for full depth shoulders. Mr. Gregg is preparing a submittal. Our decision will be made following Mr. Gregg's submittal.

8060

May 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Azalea-Quines Creek Section
Cow Creek Bridge Detour(Co. Rd.)
Project No. ER-284(1)

We are submitting six copies of a force account order covering the permanent restoration of the above-mentioned section which we wish you to approve.

Authorization to use State forces to perform the work is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost. For these reasons, we feel that it is in the public interest to perform the work with State forces.

DAR:js

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 30, 1974

FILE:

David A Lee

FROM: David A. Lee,
Assist. Resident Engineer

TO: J. X. Wilson,
Region Construction Engineer

SUBJECT: Surface Treatment at Existing
Bridge Ends
Canyonville-Glendale Jct. Section
Pacific Highway
Douglas County

Transmitted herewith are proposals for the surface treatment at existing bridge ends of structures located on the subject project. The anticipated overlay depth for this section is three inches, including a one inch "E" mix seal.

O OH

The three proposals considered are as follows:

1. Jacking the structure to the new grade.

The expense associated with jacking even smaller three span structures cannot be justified for minimal changes in grade of 1 to 3 inches. A current contract in this Region has a lump sum bid price of $60,000 for raising a simple 3-span frontage road overcrossing.

The actual degree to which this method will interfere with traffic is a matter of dispute, but in most cases would be significant.

Jacking of the structure should be seriously considered only if other factors such as restricted vertical clearance or foundation settlement couple with new vertical grade alignment to justify the expenditure.

2. Reconstruction of the approaches.

In my opinion, this is the most desirable solution. This method would allow the engineer the latitude to treat each approach on its own requirements. It also affords the opportunity to correct conditions which have plagued our maintenance forces, ie. irregular consolidation at bridge abutments and approach fills. Poor vertical alignment of the approach can also be improved.

RECEIVED
MAY - 9 1974
ROAD DESIGN SECTION
☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To ____
Bring Up __/__/__
Other ____
1 Versteeg C
2 A. Olson
Terpin T
Scott
3 Swenson
R. Olson
Trout

Routing of traffic through the construction area would be no more significant than normal overlay operations.

Only one structure on this section is classed as a narrow width bridge (less than 38 feet). In addition ADT counts for this section minimize traffic control problems that would cause inconvenience to the traveling public. Our estimates for temporary direction and control of traffic are also significantly less than for regions furthur North.

3. Reduction of the overlay thickness.

This is perhaps the least satisfactory solution, but may be justified by the performance of the in-place approach and a minimal overlay thickness of three inches or less. Also, from pure economics this is the most practical.

The following proposals are submitted for your consideration.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: 1st Street, Canyonville Br.No. 7324 MP 98.51

The 1st Street Overcrossing consists of a single three span-continuous structure. The original construction was a reinforced concrete deck girder. The structure has since been widened, both east and west, with slab spans.

The span lengths are 27, 34 and 27 respectively.

The surface widths are HCNB 49' 5" and HCSB 41' 5".

The original section has end supports consisting of pedestals, while the slab spans are cantilevered, ie. poured against existing ground.

The deck currently has a 1" asphalt overlay. The longitudinal deck joint on the east side has been cause for repeated patching.

The approaches to the structure are in good condition, except for local consolidation (4-6 ' in width) at the bridge ends.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove the 1" A.C. overlay.
2. Reconstruct 30' of the structure approaches.
3. Place membrane seal, class "D" and "E" mixes on structure deck (2" total).
4. Taper overlay to 1" at structure in 100 feet.

The membrane seal is recommended to cure the joint problems and to extend the life of the existing deck.

STRUCTURE: 1st Street, Canyonville (cont.)

The minor reconstruction should solve a local consolidation condition at the structure ends without the expense of total reconstruction of the approaches.

Jacking the structure appears unadviseable due to the varied construction, the number of columns per bent (6) and the pile end bents.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: 5th Street, Canyonville   Br.No. 7364A   MP 98.28

The 5th Street Structure is identical to the 1st Street Structure as to physical dimensions and condition.

The southbound deck currently has a 1½ inch asphalt overlay. The northbound deck has a 2 inch asphalt overlay; the difference being maintenance patching. The patch extends from approximately 100 feet south to 20 feet north of the structure.

The southbound approaches have no patches but ¼ to ½" consolidation is evident at the immediate bridge ends.

A 3 inch overlay is planned for this section.

RECOMMENDATION:

1. Remove the existing asphalt overlays.
2. Reconstruct the approaches, 100' maximum.
3. Place membrane seal, class "D" and "E" mixes on the structure deck (3" total).
4. Taper 3" overlay to 1½-1" in 150 feet.

Jacking does not appear to be a reasonable alternative due to the varies construction, the number of columns per bent (6), and the pile end bents. A degree of uncertainty exists as to the condition of the deck under the existing overlay.

Therefore a combination of reconstruction and overlay treatment is recommended to cure a deteriorating approach condition and to prolong the life of the existing deck.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Cow Creek, S.B. Br.No. 6782A MP 86.52

The southbound structure is a 5-span reinforced deck girder with spans of 34, 56, 70, 56 and 34 respectively. The roadway width is 40'.

The ends of the structure rest on pile caps.

The wearing surface of the structure is the original concrete deck. Considerable cracking is evident on its top surface.

The approaches to the structure are Portland Cement Concrete and show no signs of distress.

Note: This structure failed due to scour during January, 1974.

A 3-inch overlay is planned for this section.

RECOMMENDATION:

1. The deterioration of the deck was aggrevated by tension cracking during the failure of the river pier. Some type of surface treatment is indicated.

2. Place membrane seal, class "D" and "E" mixes for an overlay thickness of 2 inches. The structure's capacity to carry this load must be verified by the Bridge Section before this recommendation is valid.

3. Taper the overlay from 3" to 2" in 100 feet.

Reconstruction of the approaches is precluded by the existing Portland Concrete pavement.

Jacking costs also appear prohibitive for a structure of this length.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Cow Creek, N.B. Br.No. 6782 MP 86.52

The northbound structure is a 5-span reinforced concrete deck-girder with spans of 34, 56, 70, 56 and 34 respectively. The roadway width is 30 feet.

The ends of the structure are supported on two pedestals. Maintenance forces have placed cement sacks against the south embankment for erosion control. An anticipated channel correction project associated with repair work for the southbound structure will correct this condition.

The deck currently has a 1 inch asphalt overlay.

The approaches are in good condition, showing no signs of distress.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove 1" overlay.
2. Place membrane seal, class "D" and "E" mixes for a total depth of 3 inches.
3. Taper overlay from 3 to 2 inches in 100 feet.

The length of this structure tends to eliminate jacking as an alternative.

The decks on the older northbound structures favor the use of membrane seals.

The exisiting approaches show no signs of distress that would justify reconstruction.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Quines Creek, S.B. Br.No. 6783A MP 86.40 S

The southbound structure is a 3-span continuous monolithic slab with span lengths of 25, 30 and 25 feet. The roadway width is 40 feet.

The ends of the structure rest on pile caps.

The deck of this structure has not been overlayed.

The approaches to the structure are Portland Cement Concrete pavment.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Place seal and 1-3/4" of class "D" mix (2" total).
2. Place 1 inch class "E" mix.

This is simply the most economical approach to the situation.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Quines Creek, N.B. Br.No. 6783 MP 86.40 N

The northbound structure is a 3-span continuous reinforced concrete deck-girder with spans of 25, 30 and 25 feet. The roadway width is 52 feet.

The ends of the structure rest on 4-column pedestals. The north embankment has been protected with cement bags.

The deck currently has an asphalt patch overlay varying from ½ inch to nothing. The patch is ravelling, exposing a deck in poor condition.

The approaches are in excellent condition.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove patch overlay.
2. Repair the deck, as required.
3. Place a membrane seal and class "D" mix (2" total).
4. Place 1 inch of class "E" mix.
5. Riprap embankment fills at bridge's ends.

The apparent condition of the deck dictates a surface treatment. The actual situation would be revealed by removing the existing overlay.

ANSACTION NUMBER 4-61 AND 4-62

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-23-74

BY (Signature): MR. RULIEN'S APRIL 16, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974 ER

STAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 4 THRU 5

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
4	ER-284(1)	0.05	145,863	145,863	COW CREEK BRIDGE SECTION MP 86.52 DOUGLAS COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING. TEMPORARY AND PERMANENT BRIDGE REPAIR INCLUDING DETOUR COSTS.
5	ER-285(1)	0.03	5,866	5,866	ALSEA HIGHWAY MP 30.8 BENTON COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING. TEMPORARY AND PERMANENT FLOOD REPAIR, EMBANKMENT, RIPRAP, AC BASE AND WEARING SURFACING.

4-23-74

E. S. HUN

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STATE HWY ENGR
APR 24 '74
REFER TO
FOR
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EMARKS (Division)

CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECTS AS PROGRAMED.

4-24-74
original to L. W. Rulien

RECEIVED
APR 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-23-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

ORM PR-48
Rev. 8-71)

GPO 915-690

- 801 STATE COPY

cc: OSHD (Potter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-22-74

INSPECTION REPORT

REGION NO. 10	REPORT ON I-5, Canyonville - Glendale Junction Section	DIVISION Oregon
DATE OF INSPECTION 4-22-74	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. I-5-2(-)100

IN COMPANY WITH
Office Review of Draft EIS

REMARKS

CANYONVILLE-GLENDALE JUNCTION SECTION
PACIFIC HIGHWAY
Draft Negative EIS

RECEIVED
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I did not attend the Study Committee meeting on the subject draft EIS held April 19, 1974. On April 23 I reviewed the draft and discussed the following matters with Eddie Welch.

1. Slide Correction Work

   The draft states that correction of the slide near the Azalea Interchange may produce excess embankment material. The "I" funding of the slide correction as a materials source has not been requested by the State. Excavating and disposing of extra slide material does not seem appropriate for "I" funding. In any event if the quantity of waste is substantial the statement should address the method of disposal.

2. Crushed Rock Source

   The statement says the selection of a materials source will be left to the contractor and specifications are being developed to insure all environmental concerns will be regarded. This treatment of potential environmental impact due to the contractor's activities in obtaining materials is too general. I recommend mandatory sources be used with specific coverage in the environmental statement in lieu of the broad brush specification to cover all possible eventualities.

   It is not practical to assume such a specification can adequately cover the highly judgmental area of aesthetic quality. However, if such a specification can be agreed on, it should be included in the environmental statement.

   Also the development plan for the State designated quarry 2 miles north of Canyonville should be discussed. Some indication of the quantity of material is appropriate.

   The statement that "the source will be left in a suitable condition" or "a condition satisfactory to the engineer" is a cop-out.

Copy to Potter - please discuss
5-3-74

(more)

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

A closer working relationship between the writer of environmental statement and the designer would be helpful.

Generalities in this draft statement indicate the statement was written before important design decisions were made.

Salem, Oregon

April 18, 1974

A. E. Shirley, Regional Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Cross-sections For Guide Signs
Canyonville-Glendale Junction Section
Pacific Highway (I-5)
Douglas County

It is contemplated to open bids for contract on the above-named project in June.

We need cross-sections of the following locations as a part of this safety project. Please take the cross-sections from the fog line out to 35 to 40 feet where there is guard rail and out to 60 feet or fence line where there is no guard rail. Please take shots at edge of shoulder guard rail and any breaks in slopes and ditches. Whenever possible, these cross-sections should be taken ten feet behind the present sign location.

S. Canyonville Sbd, 502+40 Rt., "Canyonville-First Street ↗"
S. Canyonville Nbd, 64+60 Lt., "Route Shields, Canyonville-Tiller ↖"
S. Canyonville Nbd, 111+00 Lt., "Route Shields, Canyonville-Tiller Exit 1 Mile & Gas--Food--Lodging"
West Fork Nbd, 147+00 Lt., "Canyonville 2 - Portland 205"
West Fork Nbd, 251+00 Lt., "Canyon Creek Right Lane & Food"
Azalea Nbd, 550+00 Lt., "Canyon Creek 7, Portland 212"
Cow Creek Rest Area Nbd, 400+00 Lt., "Rest Area ↗"
Cow Creek Rest Area Sbd, 364+00 Rt., "Rest Area ↖"

We would appreciate these cross-sections at your earliest possible convenience.

WGB:we
cc: C. T. Keasey
W. G. Beard

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout K

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APR 18 1974
ROAD DESIGN SECTION

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#8060

Salem, Oregon

April 10, 1974

J. X. Wilson, Region III Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Canyonville-Glendale Junction
Pacific Highway
Douglas County
(Material Source)

Enclosed is a copy of the Narrative Report on the subject project.

In regard to paragraph five would you please furnish this office with a development plan for the area that will provide approximately 85,000 cubic yards and leave the site in an acceptable condition.

Please submit the plan to the local Planning Commission for the conditional permit. Also initiate a surface mining permit for the Department of Geology and Mineral Industries and have it approved by the County.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have this development plan by May 24, 1974. Also please indicate if you wish this source to be mandatory or prospective.

WEC:we
Enclosures
cc: C. G. Swenson

1 Versteeg
✓ A. Olson
Terpin
Scott
Swenson
R. Olson
K Trout

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Canyonville-Glendale Jct.
Pacific Highway Douglas Co.

NARRATIVE REPORT

5-3-72

This is a survey to prepare plans & Specifications for an overlay & full safety program from Canyonville, M.P. 98.92, Sta. 494+00 to Glendale Junction, M.P. 81.41, Sta. 421+00.

Levels & Cross-sections were taken only where necessary to determine grading and drainage requirements.

The quantities are based on 2" overly from Canyonville to Azalea, and improvement of median shoulders only from Azalea to Glendale Junction. No allowance for patching has been included inthe quantities.

The material needed to flatten slopes is to be obtained from the slide area near Azalea, the excess being waste.

Aggregates may be obtained from material source near M.P. 92.07. The material is to be obtained from a location westerly of the existing face and the material from this new portion of the source has not been tested.

The construction detail was placed on un-reduced "As Constructed" plans after the plans were checked for accuracy. These plans are four in number.

A truck crossing near the summit of Canyon Pass will be allowed for hauling of embankment.

Alfred W. Bates
Alfred W. Bates
Resident Engineer

Form FHWA 121 (Rev. 5-73) 8066

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)
Canyonville-Glendale Junction Section
Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve your request to consider the Canyonville-Bear Gulch Section (MP 97.94 to 98.94) and the northbound lane of Azalea-Glendale Junction Section (MP 81.45 to 87.36) as having a planned two inch stage overlay. The one inch open graded plant mix seal is approved for placement on subject section.

The project base design for these sections clearly show an intended two inch AC stage overlay. It is obvious that omission of the stage AC overlay in the program process was inadvertent.

G. K. Hosmer
for G. L. Green

NOTED
E. S. HUNTER

A. E. [illegible]

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 ✓

Terpin

Swanson

R. Olson

Trout 4

ROAD DESIGN

Other

DATE April 4, 1974

TO J. X. Wilson, Region III Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Canyonville-Glendale Junction
Pacific Highway
Douglas County

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

> On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is three inches. (incl. "E" mix seal)

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Attachment
cc: W. E. Cole

Canyonville-Glendale Junction

Milepoint	Br. No.	Name/Area	Roadway Width
98.51	7324	1st Street, Canyonville	HCNB 49'-5", HCSB 41'-5"
98.28	7364A	5th Street, Canyonville	HCNB 41'-5", HCSB 41'-5"
86.52	6782	Cow Creek (NB)	30'
86.52	6782A	Cow Creek (SB)	40'
86.40N	6783	Quines Creek (NB)	52'
86.40S	6783A	Quines Creek (SB)	40'

3-26-74

Canyonville-Glendale Jct.
Pacific Highway Douglas Co.

NARRATIVE REPORT

This is a survey to prepare plans & Specifications for an overlay & full safety program from Canyonville, M.P. 98.92, Sta. 494+00 to Glendale Junction, M.P. [illegible]1.41, Sta. 421+00.

Levels & Cross-sections were taken only where necessary to determine grading and drainage requirements.

The quantities are based on 2" overly from Canyonville to Azalea, and improvement of median shoulders only from Azalea to Glendale Junction. No allowance for patching has been included inthe quantities.

The material needed to flatten slopes is to be obtained from the slide area near Azalea, the excess being waste.

Aggregates may be obtained from material source near M.P. 92.07. The material is to be obtained from a location westerly of the existing face and the material from this new portion of the source has not been tested.

The construction detail was placed on un-reduced "As Constructed" plans after the plans were checked for accuracy. These plans are four in number.

A truck crossing near the summit of Canyon Pass will be allowed for hauling of embankment.

6th [illegible] Tunnel [illegible]

Alfred W. Bates
Alfred W. Bates
Resident Engineer

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300

Dear Mr. Green:

Re: Canyonville-Glendale Junction
Section
Pacific Highway
Douglas County

We are planning an overlay section from Canyonville to Glendale Junction. This proposed project encompasses four original projects constructed in about 1965 and opened to traffic in 1966.

All four projects were stage constructed, with the final two inches asphaltic concrete planned to be placed at a later date. Unfortunately, during programming a short section in the Canyonville-Bear Gulch Section, M.P. 97.94 to M.P. 98.94, and all of the northbound lane, M.P. 81.45± to M.P. 87.36± in the Azalea-Glendale Junction Section, were inadvertently omitted.

Numerous deflection measurements have been made throughout the entire length of the proposed section and the results indicate very little difference in the strength characteristics from project to project.

Your approval is requested for including the two sections mentioned in paragraph two with the subject section for a two-inch asphaltic concrete overlay and a one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CJG:af mc
bc E. S. Hunter
F. W. Yarbrough

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 30, 1973

SUBJECT: Overcrossing Structures
Canyonville-Glendale Jct.
I-5

To: Frank Hall
Design Engineer
SALEM

Attached is a report from our Geology Section concerning the A.C. surfacing on bridge decks on the above section you requested some time ago. This would be our recommendation on resurfacing under an overlay program in the event no consideration is given to membrane waterproofing. If waterproofing is decided upon, then the existing surfacing would be removed, of course, and further treatment would be required.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc Elliott Parker

1 Hall
A. Olson
2 Terpin T
Scott
3 ...nson
R. Olson
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DESIGN SECTION

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BY FINAL DESIGN ENGINEER

FORM [illegible] (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, oregon
December 5, 1972

SUBJECT: Over-crossing Structures
Canyonville-Glendale Jct. I-5

To: J.H. Versteeg
Region Engineer

The following are observations and recommendations as to corrective measures for subject structures:

M.P. 98.51 O'Xing 5th Street Bridge No. 7324

Structure now has A.C. overlay. Southbound side of structure on the northerly and southerly ends shows visible grade settlement and distortion Pavement on structure appears dry on inside lane and a small amount of bleeding on outside lane but is still quite serviceable. It has not been patched.

To correct rideability the approaches on both ends would have to be removed and patched in to meet the structure, 30 ft. out on the south end and 100 ft. out on the north end. The north end has a distorted super transition before meeting structure. To correct this approximatly 200 ft. of existing pavement would have to be removed and the super tapered down to meet the structure more gradually.

Northbound side,on the southend the grade has settled aproximatly 0.15 and has been patched. Local depression now from structure south 10 ft. Pavement surface on structure has a longitudinal crack one inch to two inches wide 10 ft. to left of northbound centerline extends full length of structure. To correct this condition deck surfacing and grade surface should be removed and replaced from 10 ft. south to 15 ft. north of structure.

M.P. 98.28 O'Xing 1st Street Bridge No. 7364A

Structure has A.C. overlay. Southbound side has grade settlement on south end of 0.15 from structure south 25 ft. This is most pronouced in outside lane and shoulder area. North end has grade settlement from structure north 50 ft. Horizontal cracks are on both ends of structure. South end the A.C. should be removed and replaced, than recommend patching northerly approach and overlaying entire section from 75 ft. north to 25 ft. south of structure. Existing A.C. on structure 2 inches.

Northbound side has been patched, existing A.C. on structure 3½ inches. Surface shows settlement on northerly end inside lane. There is a longitudinal crack in the A.C. in the outside wheel track entire length of the structure approximantly ¼ inch wide. Considering the amount of existing A.C. on structure now, would recommend removal from 100 ft. south to 50 ft north of structure and then patch approaches and overlay entire section.

M.P. 86.52 Southbound structure over Cow Creek Bridge No. 6782A

Concrete surface on structure and P.C.C. on grade. The north end impact panel is spalling due to foreign matter in concrete, sticks and wood, slight amount evident on structure. Deck has areas of small checks and cracks. General appearonce shows finish waring off. To correct would have to raise expansion joint material and overlay entire section with one inch of A.C. feathering it out 50 ft both ends of structure.

M.P.86.52 Northbound Structure over Cow Creek Bridge No. 6782

A.C. surface 3/4 inch thick over deck. South end expansion joint is broke out, the remainder should be removed and replaced up to the top of the wearing surface. The asphalt surface appears dry and shows some spalling out. Three holes have been patched. To correct this condition the existing overlay should be removed and than overlayed. The north end expansion joint needs repairing simular to the south end. Very sight grade settlement on both ends.

The steel rail on this structure is rusted very badly. This needs to be sand blasted repainted. Also the rail concrete posts are checking and the concrete falling apart on the northwest end of the structure.

M.P.86.40 Southbound structure over Quines Creek Bridge No. 6783B

Concrete surface on structure and P.C.C. on grade. On the north end of the structure a 20 ft. section of concrete pavement has settled on the northerly end giving a ski-jump affect onto the structure. The concrete is showing some spalling apparently due to wood sticks in concrete aggregate both on grade and on structure. A.C. shoulders on grade are braking away from concrete pavement. To correct the surface an overlay starting north of Bridge No. 8782A and continued through to 100 ft. south of this structure is recommended. However if a overlay is used the expansion joint materail would have to be raised.

M.P. 86.40 Northbound structure over Quines Creek Bridge No. 6783

The wearing surface on the grade and structure is A.C. The south end shows grade distortion from structure south 50 ft. and also across structure. Traffic has woren outside wheel track leaving a groove from 100ft. south to 100 ft. north of structure. The existing A.C. on structure is only 3/4 inch thick there fore would recommend removal of existing A.C. on structure and overlaying from 100 ft. south to 100 ft. north of structure.

Elliott Parker
Region Geologist
By Don Petersen

Don Petersen

I-5

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 10, 1972

SUBJECT: Overcrossing Structures
Canyonville- Glendale Jct.
Interstate 5

To: J.H. Versteeg,
Regional Engineer

My recommendation for surfacing the following listed structures on an overlay program are as follows:

M.P. 98.28, Fifth Street Overcrossing Northbound.

Present pavement cracked and alligatored.

Recommendation: Remove present pavement, seal and overlay with 1½ "C" Mix A.C..

M.P. 98.28, Fifth Street Overcossing Southbound

Deck in good shape, dry, settlement of roadway at both ends.

Recommendation: Overlay deck with one-inch "C" Mix A.C.. Excavate each end, full width for 100 feet and backfill with "B" Mix A.C..

M.P. 98.51, First Street Overcrossing Northbound.

Deck pavement cracked and spalling. Concrete deck starting to spall. Roadway settlement on South end.

Recommendation: Remove deck paving, seal, repave with 1½ "C" Mix. Excavate South end full width for 100 feet and replace with 12 inches of "B" Mix A.C..

NOTED
W. E. COLE

1 Hall ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
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M.P. 98.51, First Street Overcrossing Southbound.

Deck in good condition, dry, roadway settlement at South end.

Recommendation: Overlay with one inch of "C" Mix. Excavate South end full width, backfill with 12 inches "B" Mix.

M.P. 86.52, Structure over Cow Creek Northbound.

Has thin layer of "B" Mix which is spalling and concrete deck is starting to spall.

Recommendation: Remove A.C. pavement, seal and overlay with 1½ inches of "C" Mix. Feather overlay to meet bridge.

M.P. 86.52, Structure over Cow Creek Southbound.

Concrete deck spalling and cracked.

Recommendation: Seal and Overlay with 1½ inches of "C" Mix.

M.P. 86.40, Structure over Quines Creek Northbound.

Has thin layer of "B" Mix which is spalling and concrete deck has started to spall.

Recommendation: Remove A.C. pavement, seal, and overlay with 1½ inches "C" Mix. Feather overlay to bridge.

M.P. 86.40, Structure over Quines Creek Southbound.

Concrete deck spalling and cracked.

Recommendation: Seal and overlay with 1½ inches "C" Mix.

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

#8060

I-5

Salem, Oregon

October 17, 1972

1 Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
[illegible]

RECEIVED
OCT 16 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

J. H. Versteeg
Region 3 Engineer

Frank E. Terpin
Final Design Engineer

Canyonville-Glendale Jct. Section
Condition of Surfacing of Overcrossing Structures

Please inform this office of the condition of the deck surfacing of the 6 structures listed on the attached sheet.

When the Rock Point-Seven Oaks Section was overlaid, we encountered the problem of either stripping existing surfacing from bridge decks and overlaying with new a.c. or leaving existing surfacing on decks and terminating roadway resurfacing 2" to 3" at the bridge ends by strengthing the existing roadway base 150'± back and ahead of end of structure.

FET:jc
Attachment

cc: W. E. Cole

Canyonville - Glendale Jct.

Milepoint	Type of Str.	Name	Bridge
98.51	O'Xing	1st Street	7324
98.28	O'Xing	5th St. Conn.	7364 A
86.52 (NB)	Str. over Creek	Cow Creek	6782
86.52 (SB)	Str. over Creek	Cow Creek	6782
86.40 (NB)	Str. over Creek	Quines Creek	6783
86.40 (SB)	Str. over Creek	Quines Creek	6783B

8061 Willow Cr. Bridges on Co. 1974
Roads 723 & 729
(Structure Repair)

[illegible]-14-84
6-14-74

8061

February 6, 1975

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Gentlemen:

On January 29, 1975, we wrote to you concerning release of final payment on Contract No. 8061 awarded to Stan Schnell for structure repair on the Willow Creek Bridges of County Roads 723 and 729 in Gilliam County.

Final payment on this contract is $1,723.27 and the total contract amount is $36,173.99 including $511.51 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Stan Schnell
Box 203
Hermiston, OR 97838

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8061

CON-5-8061

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 24, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
For C. T. Keasey
Construction Engineer

SUBJECT

Highway Project Acceptance

Contract No. 8061, Work Completed December 5, 1974

Project Willow Creek Bridges

Highway County Roads 723 & 729, County Gilliam

Type of Work Structure Repair

Contractor Stan Schnell

Recommended Acceptance Date January 23, 197~~4~~5

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc:
C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-28-75

1/29 [illegible]

8061

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek Bridges

WEEK ENDING: December 14, 1974

SECTION PREFIX: 11-7982

HIGHWAY: County Roads 723 & 729

COUNTY: Gilliam

NAME OF JOB: Willow Creek Bridges

KIND OF WORK: Structure Repair

CONTRACTOR: Stan Schnell

CONTRACT NUMBER: 8061

FEDERAL AID PROJECT NUMBER: F.DAA-413-DR-25

DATE OF CONTRACT: September 5, 1974

DATE WORK STARTED: September 23, 1974

ESTIMATED COMPLETION DATE: December 5, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 100

CALENDAR DAYS USED 74

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 74

PROJECT AUTHORIZATION: $42,037.53

EXCLUSIVE OF ENGINEERING: $38,366.13

ENGINEERING AUTHORIZATION $3,671.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,236.99

ENGINEERING COST TO DATE $3,975.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %

PERCENT OF AUTHORIZATION 108 %

DATE PROJECT WAS COMPLETED: December 5, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	905B	16169						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy-cool			
MONDAY	Ptly overcast-fair			
TUESDAY	Overcast-cool			
WEDNESDAY	Clear-fair-windy			
THURSDAY	Rain-snow-cold			
FRIDAY	Overcast-windy-cold			
SATURDAY	Overcast-cold			BEN GIFFORD

Routing
Keasey
Bond
Jackmond
H.
Johnson
Walker
Berg
RECEIVED
DEC 16 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Robert Sandman, OSHD, Dave Carter F.H.W.A., Jim Lutz and Les Brooks Gilliam County held final inspection on project.
TUESDAY	Work on semi final estimate completed and submitted to Region office.
WEDNESDAY	No activity
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

The final inspection was made on Monday . The semi final estimate was completed and submitted on Tuesday. This is the last report for this project.

SIGNED ______ LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8061 J

Form 31-124-3308

1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willow Creek Bridges
Date October 31, 1974
Highway County Roads 723 & 729
Contract No. 8061
County Gilliam
Prefix 11-7982-900-10
Contractor Stan Schnell
F. A. Project No. F.DAA-413-DR-25
Address P. O. Box 203, Hermiston, Oregon 97838
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish 12"x12"x20' timber pile cap and perform necessary work to shorten Span 1 on Bridge No. 905B.

Location by station numbers:

Bridge No. 905B (Lower Willow Creek Bridge)

Estimate of quantities and cost:

Labor, Incl. 20%	$120.00
Materials, Incl. 15%	115.00
Equipment, Incl. 15%	45.00
TOTAL	$280.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The existing pile cap is rotten and unsuitable for use. The stringers are also rotted at the ends making it necessary to shorten Span 1 by approximately six inches to eliminate the rotten portion of the stringers. None of this work was covered by the contract plans and specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $42,037.53
Present estimate of project costs, including $280.00 for work under this order $41,977.53
Expected under-run XXXXXXXXX amount $60.00
Expected under-run XXXXXXX per cent 0.1

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

SP*79604-734

AD

#8061

J

October 14, 1974

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention: Hon. James O. Burns
County Judge

MISC. CONTRACTS and
AGREEMENTS No. 5044

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement covering projects on Rock Creek (French Charlie Road) Bridge, Willow Creek (Lower Willow Creek Road) Bridge, and Willow Creek (Rhea Road) Bridge.

- Cancelled 10-16-74. Original still in effect.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (agree. att.)

8061

October 14, 1974

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention: Hon. James O. Burns
County Judge

MISC. CONTRACTS and
AGREEMENTS No. 5043

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement covering projects on Rock Creek (French Charlie Road) Bridge, Willow Creek (Lower Willow Creek Road) Bridge, and Willow Creek (Rhea Road) Bridge. – Cancelled 10-16-74 Original still in effect

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (agree. att.)

PL 606
Gilliam

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Bend, OR 97701
September 30, 1974

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

TO: H. S. Cox
County-City Engineer
Hal

SUBJECT: Easements
Willow Creek Bridge Section
County Roads No. 723 and No. 729
Gilliam County

Attached are two easements received from Gilliam County on the Willow Creek Bridge Section, County Roads No. 723 and No. 729. These are being forwarded so that they may serve as Permits of Entry. Gilliam County has been advised of the necessary steps they must take in right of way acquisition, and I plan to contact them again regarding this. ✓

Harold G. Brainerd

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

Attachments

cc J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

✓

EASEMENT

The Grantors, Oris L. Crisp and Doris F. Crisp, husband and wife, and Bruce W. Griffith and Leoanna A. Griffith, husband and wife, for and in consideration of the sum of $1.00 in hand paid by the COUNTY OF GILLIAM, STATE OF OREGON, receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto said GILLIAM COUNTY, its successors and assigns, an easement for a work area site for construction on the Willow Creek Bridge, located on County Road No. 723 (as shown on attached map), all in the County of Gilliam, State of Oregon, located/crossing the following described lands:

TOWNSHIP 3 NORTH, RANGE 22 EAST, W. M.:
NE¼SW¼ SECTION 12

ALL RIGHTS HEREUNDER TO CEASE WHEN granted right-of-way is no longer used as a County Road by Gilliam County, successor or assigns.

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Bruce W. Griffith
Bruce W. Griffith

Leoanna A. Griffith
Leoanna A. Griffith

Oris L. Crisp
Oris L. Crisp

Doris F. Crisp
Doris F. Crisp

STATE OF OREGON)
) ss.
COUNTY OF GILLIAM)

Personally appeared the within named Persons

and acknowledged the foregoing to be his/her/their voluntary act and deed.

BEFORE ME:

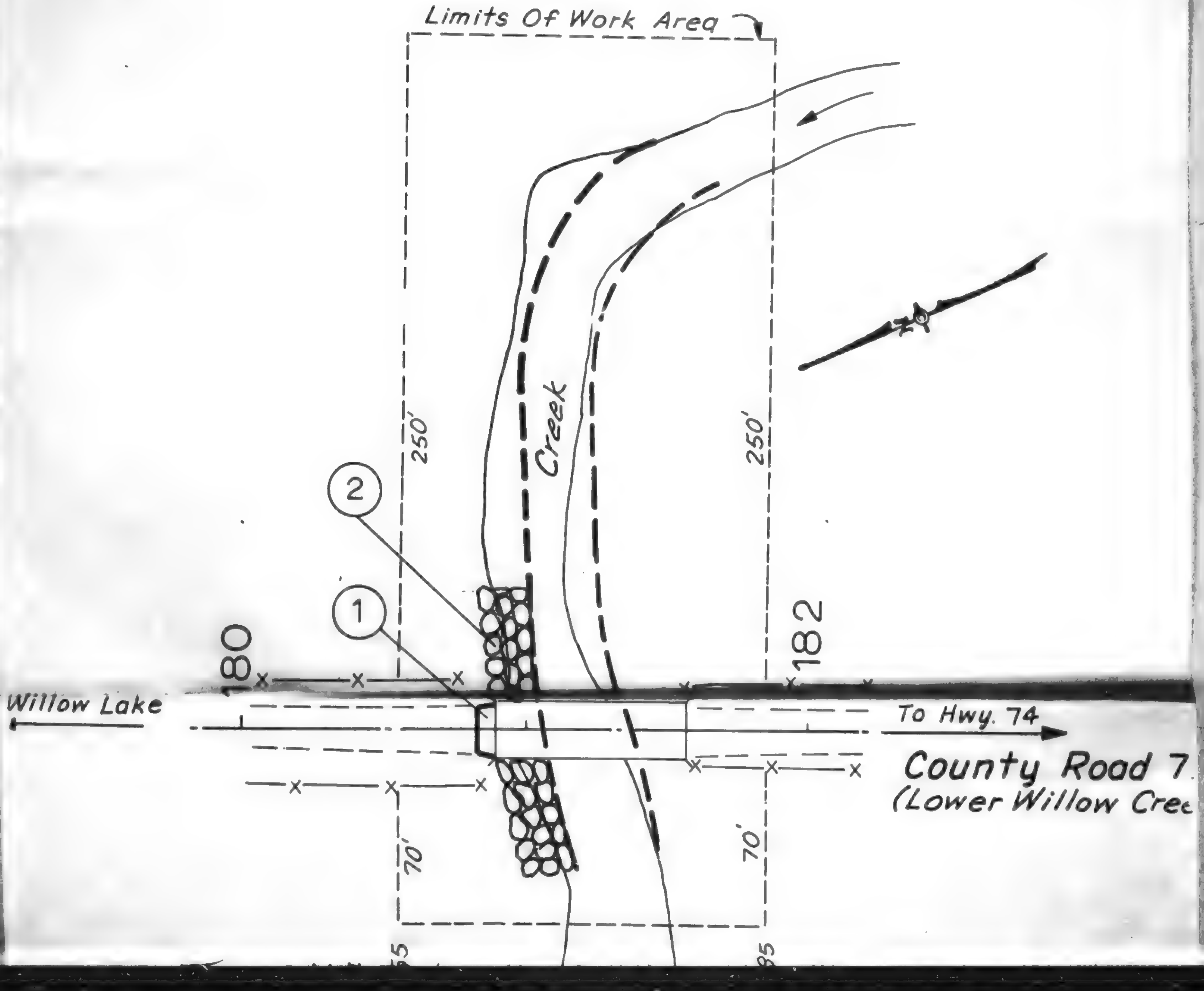
Notary Public for Oregon
My Commission Expires: 6/9/75

OW CREEK BRIDGES

Sec. 12, T. 13 N., R. 22 E., W.M.
COUNTY ROAD 723

① *Reconst. End Abutment, L. Willow Creek Bridge*
Bridge No. 905B
Drg. No.

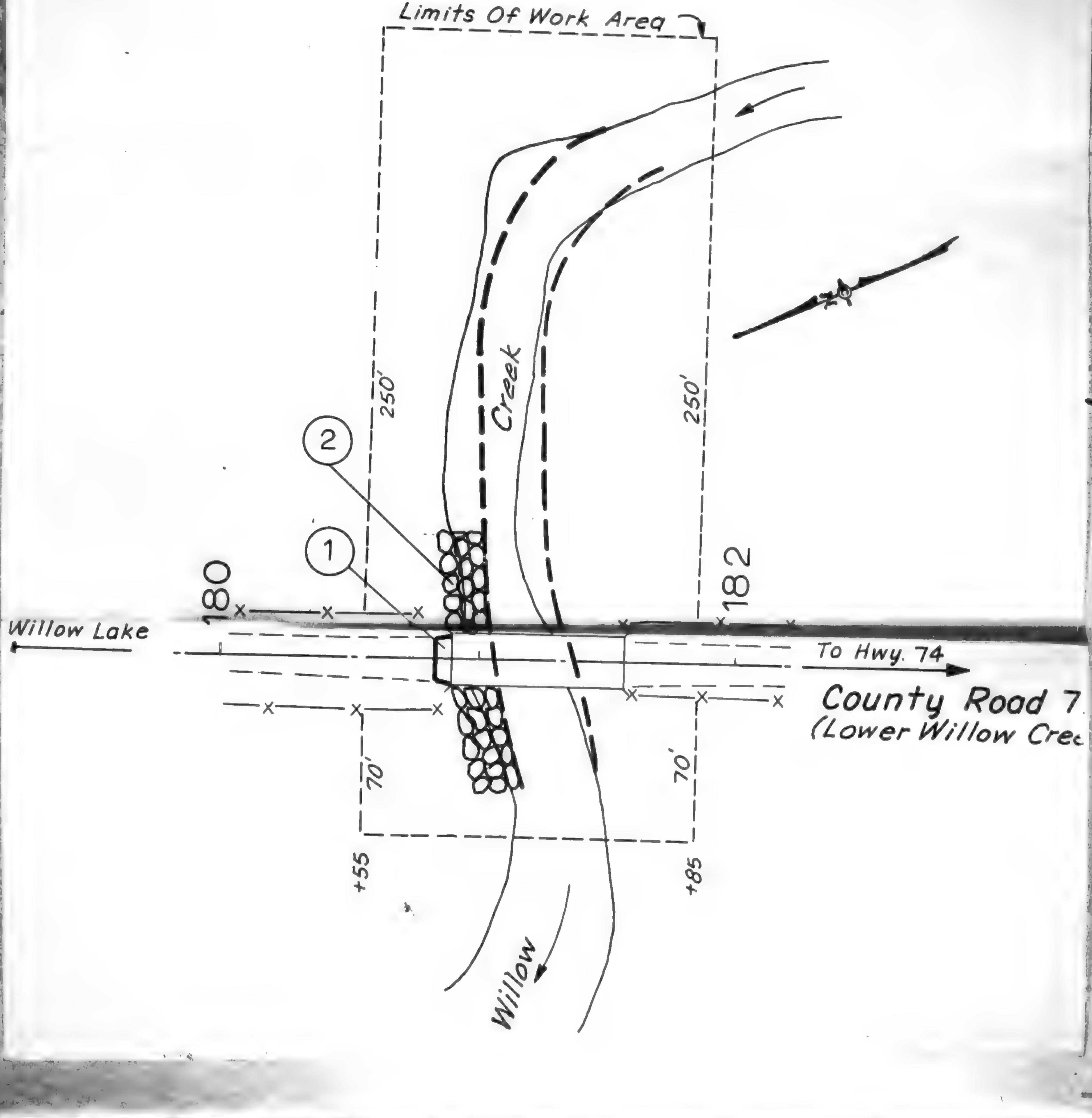
② *Const. Channel Change*
Const. Loose Riprap (Class 700) C.Y.
Toe Trench Exc. C.Y.
Drg. No.


Limits Of Work Area
N
Creek
250'
250'
2
1
180
182
Willow Lake
To Hwy. 74
County Road 7
(Lower Willow Cree
70'
70'
85
85

COUNTY ROAD 723

① Reconst. End Abutment, L. Willow Creek Bridge
Bridge No. 905B
Drg. No.

② Const. Channel Change
Const. Loose Riprap (Class 700) C.Y.
Toe Trench Exc. C.Y.
Drg. No.


Limits Of Work Area
250'
250'
Creek
②
①
180
182
Willow Lake
To Hwy. 74
County Road 7
(Lower Willow Cre
70'
70'
+55
+85
Willow

EASEMENT

The Grantors, Krebs Bros. Inc. for and in consideration of the sum of $1.00 in hand paid by the COUNTY OF GILLIAM, STATE OF OREGON, receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto said GILLIAM COUNTY, its successors and assigns, an easement for a work area site for construction on the Willow Creek Bridge, located on County Road No. 729 (as shown on attached map), all in the County of Gilliam, State of Oregon, located/crossing the following described lands;

TOWNSHIP 3 NORTH, RANGE 22 EAST W. M.:
SE¼NW¼ SECTION 26

ALL RIGHTS HEREUNDER TO CEASE when granted right-of-way is no longer used as a County Road by Gilliam County, successor or assigns.

H. R. Krebs
H. R. KREBS

J. R. Krebs
J. R. KREBS

STATE OF OREGON)
) ss.
COUNTY OF ~~GILLIAM~~ umatilla)

Personally appeared the within named H. R. Krebs and acknowledged the foregoing to be his voluntary act and deed.

BEFORE ME:

NOTARY PUBLIC FOR OREGON
My Commission Expires: [illegible]

STATE OF OREGON)
) ss.
COUNTY OF ~~GILLIAM~~ umatilla)

Personally appeared the within named J. R. Krebs and acknowledged the foregoing to be his voluntary act and deed.

BEFORE ME:

NOTARY PUBLIC FOR OREGON
My Commission Expires: [illegible]

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

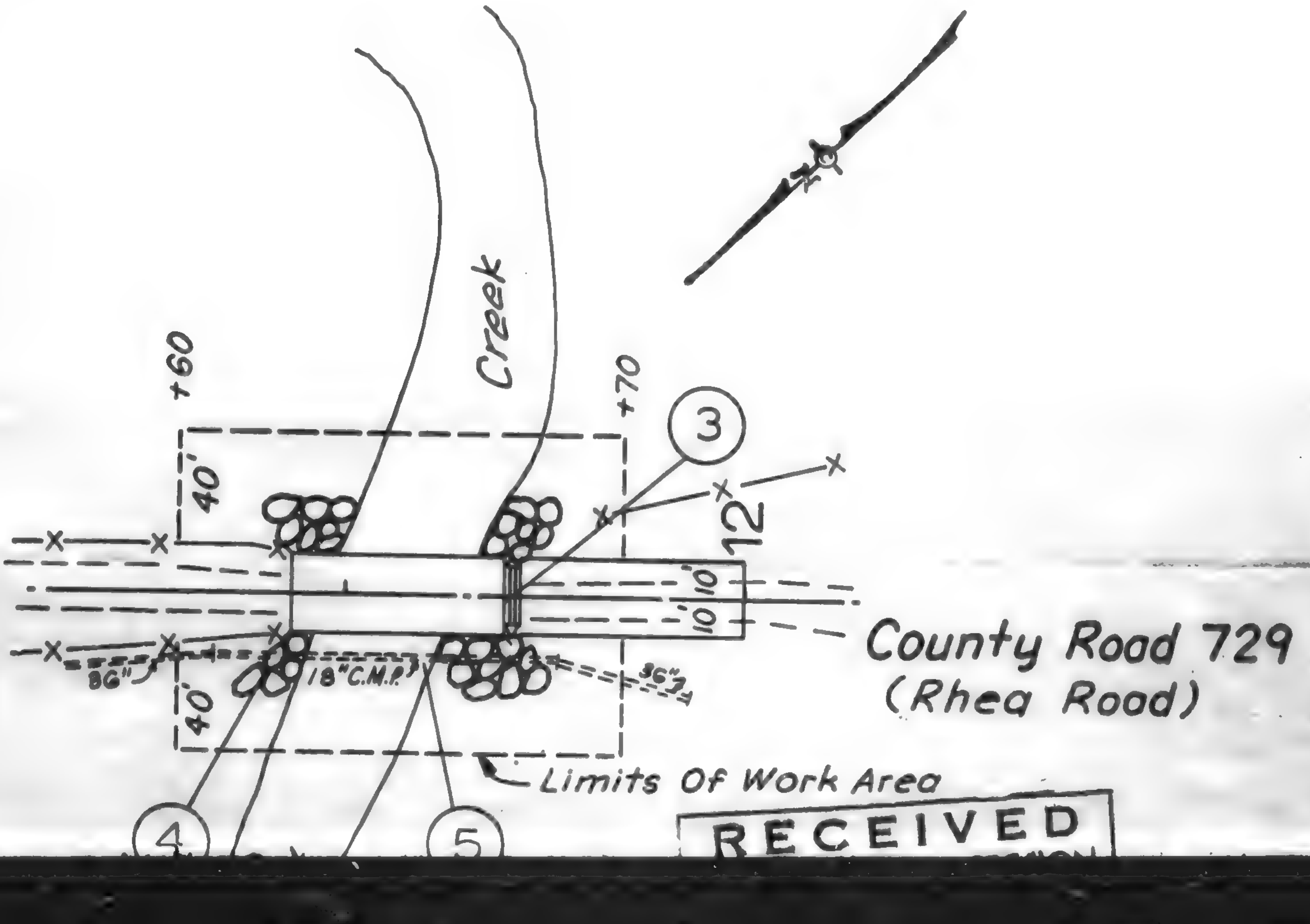
~~[illegible]~~ & WILLOW CR. BRIDGES COUNTY ROADS ~~[illegible]~~ & 729 GILLIAM COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Sec. 26, T.3N., R.22E., W.M.
COUNTY ROAD 729

③ *Const. End Abutment, Willow Creek Bridge*
Bridge No. 16169
Drg. No.

④ *Const. Loose Riprap (Class 700) 200 C.Y.*
Gen. Exc. 400 C.Y.
Drg. No.

⑤ *18" C.M.P. -84' (In Pl.)*
Adjust As Required


Creek
+60
+70
40'
40'
③
12'
10'
10'
36"
36"
18" C.M.P.
County Road 729
(Rhea Road)
Limits Of Work Area
④
⑤

RECEIVED

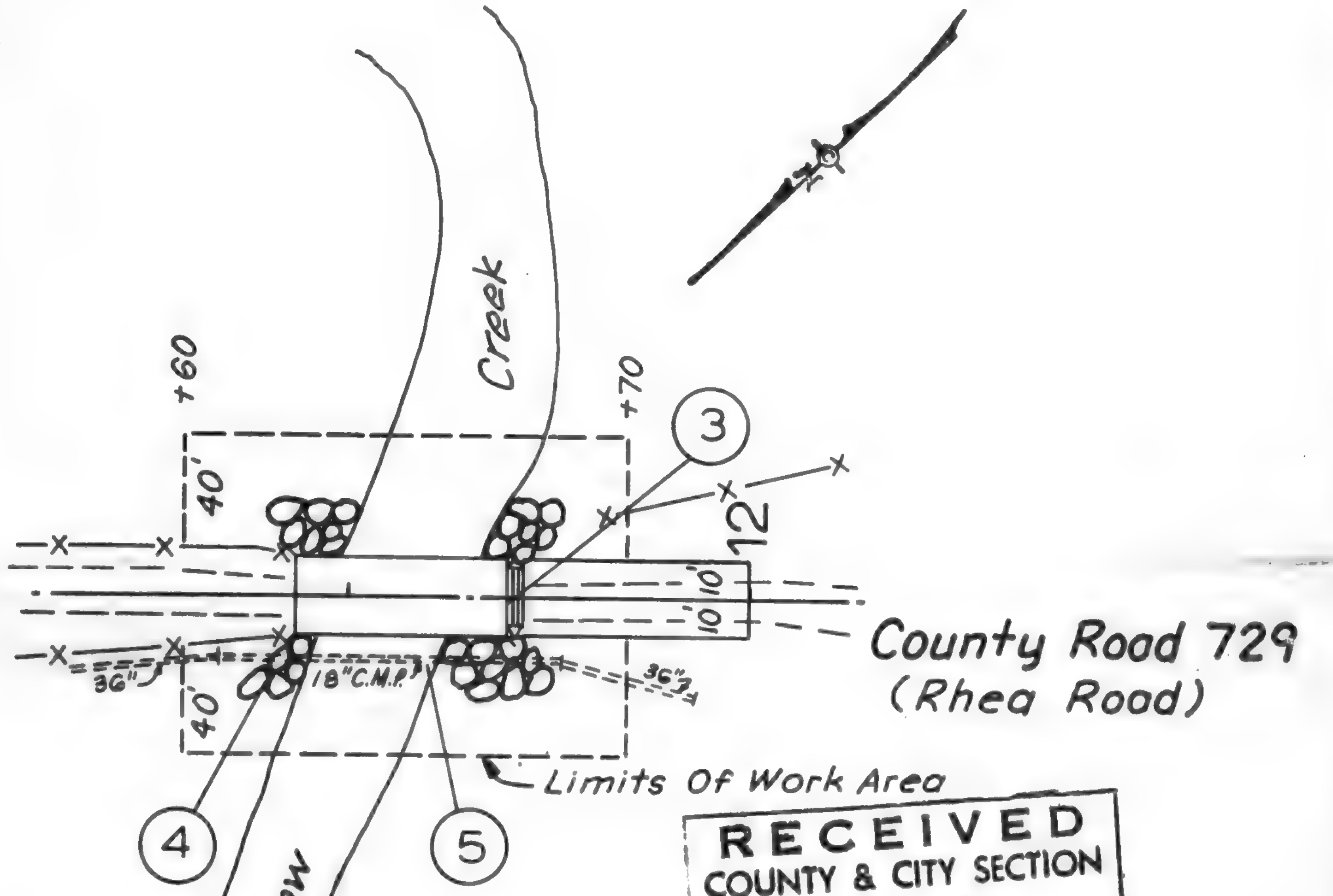
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Sec. 26, T.3N., R.22E., W.M.
COUNTY ROAD 729

③ *Const. End Abutment, Willow Creek Bridge*
Bridge No. 16169
Drg. No.

④ *Const. Loose Riprap (Class 700) 200 C.Y.*
Gen. Exc. 400 C.Y.
Drg. No.

⑤ *18" C.M.P. -84' (In Pl.)*
Adjust As Required


+60
Creek
+70
③
40'
12'
10'
10'
County Road 729
(Rhea Road)
36"
18" C.M.P.
36"
40'
Limits Of Work Area
④
⑤
Willow

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

#8061

bc: L. W. Rulien
V. E. Skoog
H. S. Cox
C. M. Williams

September 5, 1974

Mr. William H. Mayer, Regional Engineer
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention Mr. Ray Willman

Re: P.L. 606, January 1974 Storm Damage
Applicant Change for Items in
Gilliam and Wasco Counties

Dear Mr. Mayer:

Since Gilliam and Wasco Counties have requested that the Oregon State Highway Division contract the following projects in their behalf, we are asking that the applicant for the following projects be changed from the named county to the Oregon State Highway Division, by and through the Oregon Transportation Commission.

GILLIAM COUNTY - FDAA-413-DR 25

Item #22 - Rock Creek (French Charlie Road) Br.
23 - Willow Creek (Rhea Road) Br.
24 - Willow Creek (Lower Willow Creek Rd.) Br.

WASCO COUNTY - FDAA-413-DR 65

Item # 9 - Jap Hollow Creek (Jap Hollow Rd) Br.
11 - Tygh Creek (Shadybrook Road) Br.
22 - Five Mile Creek (Upper Five Mile Rd) Br.
39 - N. Fork Mill Creek (Upper Mill Creek Rd) Br.
50 - Eightmile Creek (Endersby Road) Br.
51 - Upper Fifteenmile Creek (Wilbur West Rd) Br.

(more)

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Also enclosed is a copy of the statement granting Mr. E. S. Hunter, Assistant State Highway Engineer, authority to approve the transactions for these projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

HR:ljt

Encl.

cc: Harvey L. Latham, Emergency Services
Hon. James O. Burns, Gilliam County Judge
Hon. H. B. Elder, Wasco County Judge
FHWA

EXHIBIT "A"

TO WHOM IT MAY CONCERN:

Re: 1974 Flood Damage Restoration
FDAA - Public Law 606

This is to certify that Mr. E. S. Hunter, Assistant State Highway Engineer, has been appointed and is authorized to execute, for and in behalf of the State Highway Division of the Department of Transportation of the State of Oregon, all applications for the purpose of obtaining certain Federal financial assistance under the Federal Disaster Act (Public Law 606, 91st Congress) for the flood damage of 1974.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

HR:ljt
9/5/74

8061

September 5, 1974

Stan Schnell
P. O. Box 203
880 W. Ridgeway
Hermiston, OR 97838

Dear Mr. Schnell:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Willow Creek Bridges on County Roads 723 and 729 in Gilliam County for the sum of $36,664. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8061.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher C. M. Williams
Walt Hart Norm Oliva
Don Trout Wm. Geibel (SAIF)

8061

J

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

PL 606

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-1-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. P.L. 606

Highway No. County Road #729

Project Name
Willow Creek (Rhea Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 1 day of Aug, 1974.

GILLIAM County

James O'Burns
Judge

Clarence Potter
Commissioner

Lester Brooke
Commissioner

Copy to:-
John Oaks
Walt Hart
Burt Swan
CG Swanson
Carl Williams
Reg IV

7/31/73

PL 606

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-1-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. P.L. 606

Highway No. County Road #723

Project Name Willow Creek (Lower Willow Creek Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 1 day of Aug, 1974.

GILLIAM County

Judge

Clarence Potter
Commissioner

Lester Brooks
Commissioner

Copy to:-
John Oaks
Walt Hart
Buzz Swan
C G Swanson
Carl Williams
Reg Ld

7/31/73

Hon. James O. Burns
Gilliam County Judge
Courthouse
Condon, Oregon 97823

August 1, 1974

Re: P.L. 606, January 1974 Storm Damage
Upper Willow Creek (Rhea Road) Bridge
County Road #729
Gilliam County

Dear Judge Burns:

Would you please ask the owner of the irrigation pipe to remove it from the bridge prior to the time the contractor begins his work. If the contractor has to remove it, it will be at County's expense because the federal funds will not cover this sort of thing.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE [illegible] RE ☑ RPE ☐

8061

cc: E. S. [illegible]
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
Carl Williams (2)
W. E. Schwartz (2)

cc's sent 7-26-74

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

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State Fisheries Director

July 23, 1974

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

RE: Tygh Creek and
North Fork Mill Creek Bridge
Wasco County

Willow Creek Bridge
County Road 723
Gilliam County

We have reviewed both of the above projects transmitted to us by your letter of July 11, 1974. Regarding the Tygh Creek and Mill Creek proposed bridge replacements we will support the recommendations of the Oregon Wildlife Commission on these projects.

The Willow Creek Bridge repair proposal is also in an area that the Oregon Wildlife Commission is more familiar. We will confer with their recommendations on fish passage and timing. We do feel though that the extensive riprap construction and channel change upstream from the bridge is more detrimental to the stream system than is necessary. We recommend that the riprap section above the bridge be tapered from the proposed alignment at the bridge to an area upstream fifty feet or so and keyed into the existing bank at this point as indicated on the enclosed print.

RECEIVED
ROAD

RECEIVED
JUL 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Extending the riprap upstream and around the bend as shown on the proposal could very well put next flood flows into the opposite bank downstream from the bridge and create another erosive area.

Your consideration in this matter will be appreciated.

Sincerely,

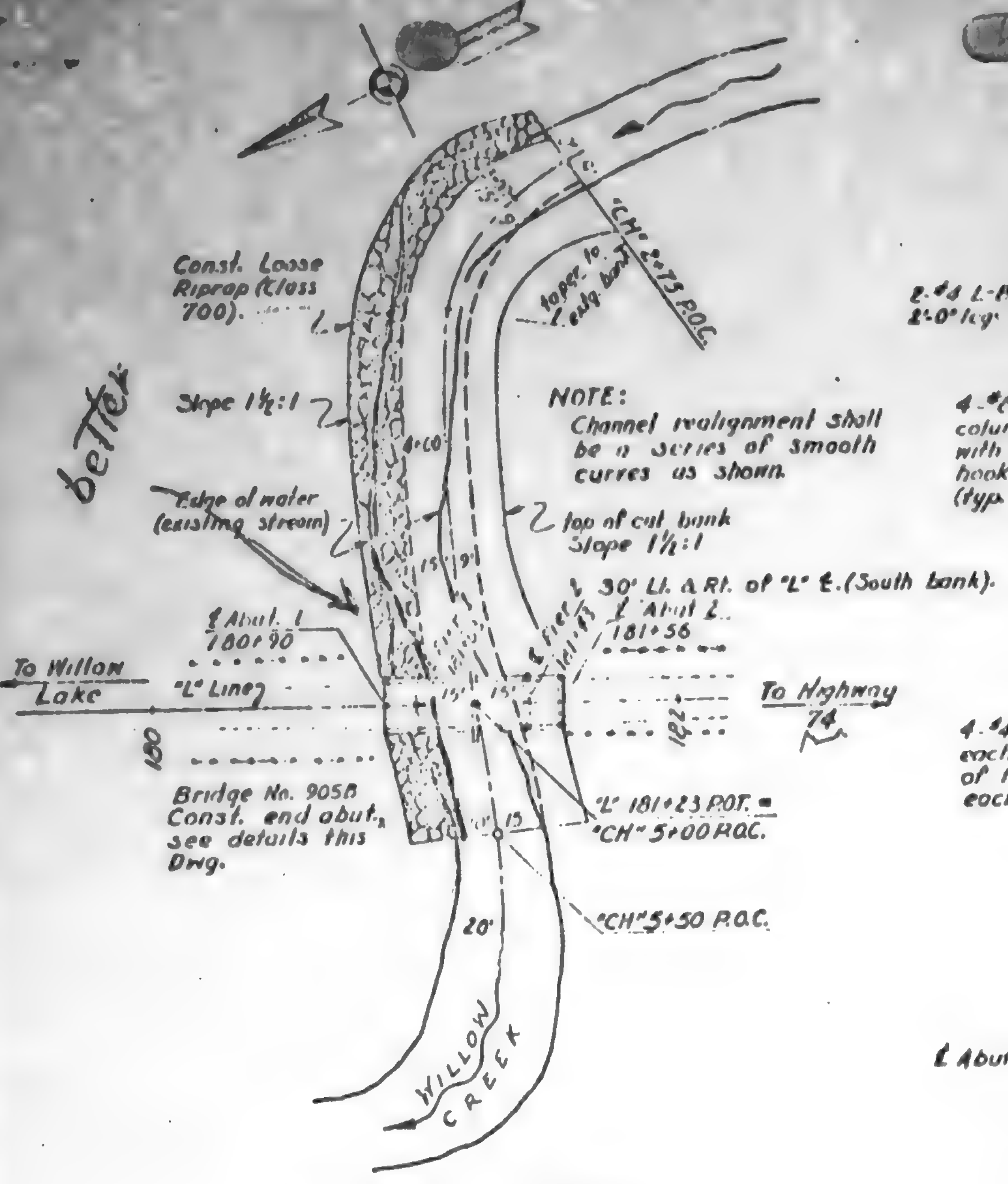
Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

Enclosure

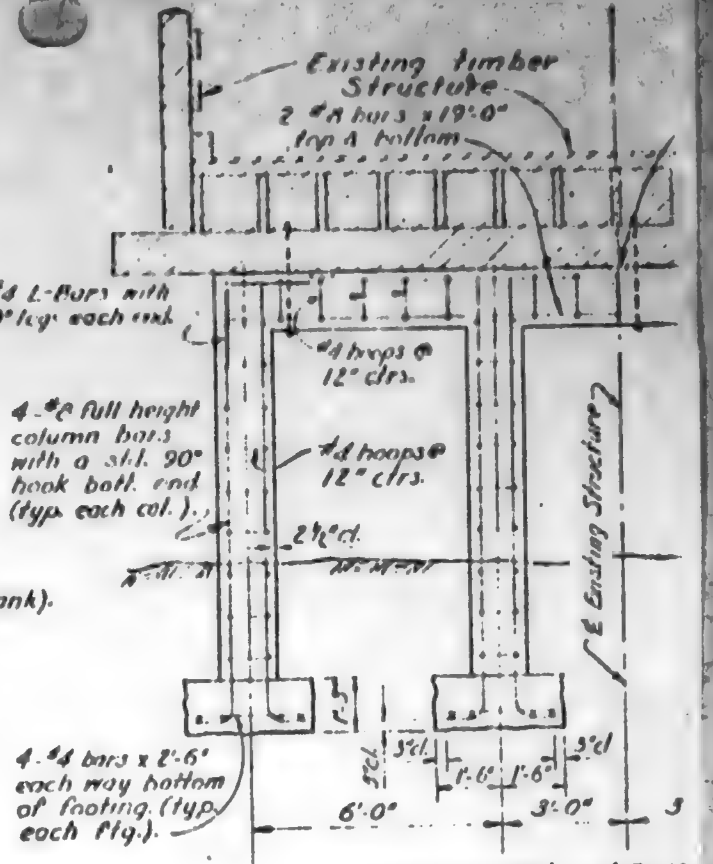
cc Oregon Wildlife Commission - Portland
J. Massey, Oregon Wildlife Comm. - Clackamas
Division of State Lands - Salem

better



Const. Loose Riprap (Class 700)
Slope 1½:1
Edge of water (existing stream)
£ Abut. 1 180+90
To Willow Lake
"L" Line
180
Bridge No. 9058 Const. end abut., see details this Dwg.
"CH" 2+73 P.O.C.
taper to exist. bank
NOTE: Channel realignment shall be a series of smooth curves as shown.
top of cut bank Slope 1½:1
30' Lt. & Rt. of "L" £ (South bank).
£ Abut 2 181+56
To Highway 74
182
"L" 181+23 POT. = "CH" 5+00 P.O.C.
"CH" 5+50 P.O.C.
15
20'
WILLOW CREEK

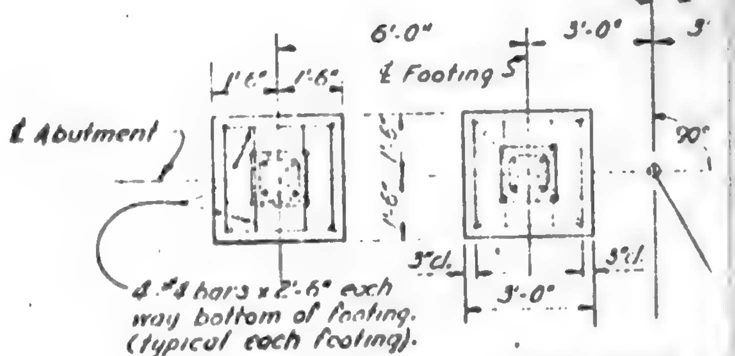
CHANNEL CHANGE ALIGNMENT



Existing timber Structure
2 #4 bars x 19'-0" top & bottom
2-#4 L-Bars with 2'-0" leg each end
#4 hoops @ 12" ctrs.
4-#6 full height column bars with a std. 90° hook bott. end (typ. each col.)
#4 hoops @ 12" ctrs.
2½" cl.
£ Existing Structure
4-#4 bars x 2'-6" each way bottom of footing (typ. each ftg.)
5" cl.
1'-6"
1'-6"
6'-0"
3'-0"

ELEVATION - ABU

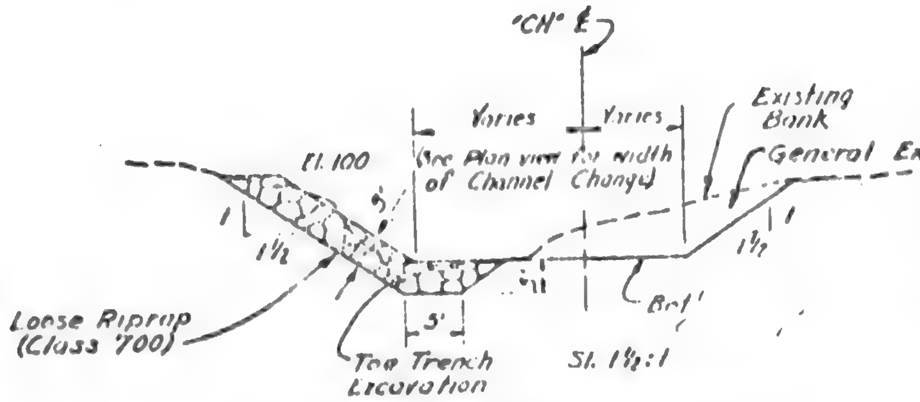
Scale: ⅛" = 1'



6'-0"
3'-0"
1'-6"
1'-6"
£ Footing
£ Abutment
90°
5" cl.
3'-0"
4-#4 bars x 2'-6" each way bottom of footing. (typical each footing).

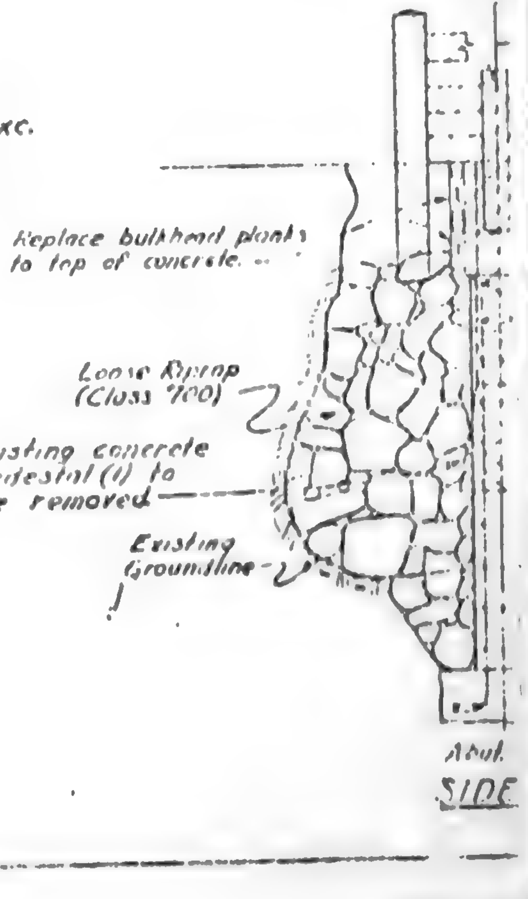
FOOTING

Scale: ½"



"CH" £
Varies
Varies
Existing Bank
El. 100
(See Plan view for width of Channel Change)
General Exc.
1
1½
5'
Bot.
Loose Riprap (Class 700)
Toe Trench Excavation
Sl. 1½:1

TYPICAL CHANNEL SECTION
(LOOKING BACK ON STATION)



£ A.
Replace bulkhead planks to top of concrete.
Loose Riprap (Class 700)
Existing concrete pedestal (1) to be removed
Existing Groundline
Abut.

SIDE

PRELIMINARY COPY
JUL 1 1 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

81

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

PL-606

Bridge Name Willow Creek Bridge (Repair) County Gilliam Bridge No. 16169
Section and Station Willow Cr. (River Rd) Br. Sec. Highway Co. Road 729
Estimate Made By Gil. H. Date 7/10/74 Checked By WRO Date 7-12-74
Description Bridge Repair (Replace end abutment)

Estimate From (Strike out the ones which do not apply
No plans
Sketch
Completed plans; Drawing No.
Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
✓Structural Excavation	Cu.Yd.	30	—	30		
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
✓Steel Piling HP 10x42	Lin.Ft.	210	—	210		
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
✓Drive Steel Piling	Each	6	—	6		
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
✓Class ~~Concrete~~ Structural Conc.	Cu.Yd.	53	—	53		
✓Metal Reinforcement	Lbs.	2,650	—	2,650		
✓Structural HP10x42 Steel (Pile Cap)	Lbs.	800	—	800		
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.					
Bridge Removal [illegible]	All					
Riprap (Class 700)	Cu.Yd.	200	—	200		
General Excavation	Cu.Yd.	400	—	400		
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal
Plus Percent for Engineering & Contingencies
TOTAL COST $

GON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

PL-606

Bridge Name Willow Creek Br. (Repair) County Gilliam Bridge No. 905B
Highway County Road #723
Section and Station Lower Willow Cr. Br. Sect
Estimate Made By G.L.H. Date 7/10/74 Checked By WRC Date 7-12-74
Description Bridge Repair (Replace End Abutment & Riprap)

Estimate From
(Strike out the ones
which do not apply
No plans
Sketch
Completed plans; Drawing No.
Loading
Calculation Book No.

ITEMS	UNIT	QUANTITIES Substrct.	QUANTITIES Superstrct	QUANTITIES Total	COST Rate	COST Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
✓ Structural Excavation	Cu.Yd.	25	—	25		
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.					
Prestr. Conc. Piling	Lin.Ft					
Drive Timber Piling	Each					
Drive Steel Piling	Each					
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
✓ Class ~~Concrete~~ Structural Conc	Cu.Yd.	4	—	4		
Metal Reinforcement	Lbs.	650	—	650		
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft					
Approach Slab	Sq.Yd.					
NNEL ANGE Riprap (Class 700)	Cu.Yd.			~~930~~		
General Excavation	Cu.Yd.			~~10[illegible]0~~		
Toe Excavation	Cu.Yd.			~~205~~		
Bridge Repair (Fnce Brace)	All					
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal ______ Percent for Engineering & Contingencies
Plus ______
TOTAL COST $

8061 Mar 26

May 21, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed Repair Projects
ER and PL 606

Transmitted with this letter are tabulations and maps describing and locating five proposed projects in Gilliam County. All of these projects are for repairs of damage caused by storms in January of this year. Two of these projects are ER projects on county FAS routes. The other three are PL 606 projects on county roads.

The two proposed ER projects are for drainage and restoration of roadways. One project is on the Upper Rock Creek Road, FAS 442, and the other is on the Middle Rock Creek Road, FAS 446. These projects are estimated to cost approximately $60,000 with no cost to the State.

The three PL 606 projects are all for bridge repairs. One bridge is over Rock Creek on French Charlie Road No. 703; another is over Willow Creek on Lower Willow Creek Road No. 723; and the third bridge is over Willow Creek on Rhea Road No. 729. These bridges are estimated to cost approximately $47,700 with no cost to the State.

These projects will be on the agenda for the May 29 meeting and I recommend your approval.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox

Carl Williams
Gary Sund
R. E. Whipps

HR:mm cm

Mar 26
74

Summary

Gilliam County has requested assistance in restoration of damage to some of their roadways which occurred during the rain storms in January, 1974. Some are FAS routes and some are county routes only.

The ER projects on FAS routes are:

FAS 442, Upper Rock Creek Road, M.P. 4.3 to M.P. 6.3
FAS 446, Middle Rock Creek Road, M.P. 8.4 to M.P. 9.8

The PL 606 projects on county roads are:

County Road #703, Rock Creek (French Charlie Road) Bridge
County Road #723, Willow Creek (Lower Willow Creek Road) Bridge
County Road #729, Willow Creek (Rhea Road) Bridge

PL 606

FDAA-413-DR-25, Supplement 1
Gilliam County
State of Oregon

5-17-74

EXHIBIT "A" - PROJECT ANALYSIS

We have reviewed the attachment to Item 23 for Category C-2 work in which R. W. Pilisbury, Assistance Div. Bridge Engineer for the Federal Highway Administration, estimates the cost for replacement of a bridge abutment. We have discovered arithmetical errors which reduce the total approved amount for the C-2 work by $7,987.00 to a total of $18,413.00. The attached shows the errors and corrections in detail.

A total of $7,987.00 must be deobligated from the originally requested $117,810.00 under Category C for the above-cited project application. This results in a revised total for Category C of $109,823.00

The deobligation of $7,987.00 results in a revised approved total for this application of $109,823.00.

Date: May 17, 1974

R. H. Willman
Deputy Federal Coordinating Officer

cc: FHWA Salem (2)

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
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✓

EXHIBIT "A"

FDAA-413-DR-25, Supplement 1
Gilliam County
State of OREGON

REMARKS

We have reviewed the attachment to Item 23 for Category C-2 work which estimates the cost for replacement of a bridge abutment, and have discovered arithmetical errors which reduce the total approved amount for this item by $7,987.00 to a total of $18,413.00.

Below is a summation of the original figures and our corrected ones:

Crew-	5 man crew 80 x 5	$400.00
	1-20T. truck crane 11 x 8	88.00
	1 Pickup & tools	22.00
		$510.00

Move in	1 day
shore up bridge	2 days
remove abutment	2 days
excavate new ftg.	1 day
form & pour ftg.	2 days
form wall	2 days
pour wall	1 day
backfill	1 day
reposition bridge	1 day
clean up	1 day
move out	1 day

		ORIGINAL AMOUNT	CORRECTED AMT.
15 days @ $510.00 =		$12,650.00	$ 7,650.00
Detour in & out 1 D8 Tractor 16hrs @ $17 =		272.00	272.00
Labor & Equip. Subtotal		$12,962.00	$ 7,922.00
Materials:			
Concr. Ftg--1½ x 39 x 15 x 1/27 x $48	$1,536.00	$1,560.00	
Wall-1½ x 18 x 39 x 1/27 x $48	1,872.00	$1,872.00	
Resteel 71 x 100 x $0.40	2,840.00	2,840.00	
	$6,248.00	6,272.00	
Subtotal		$19,210.00	$14,194.00
Contract Work:			
Channel Exc. 21×3x99x1/27x$1.50	$350.	$350	
Riprap 60x12x3x1/27x$10.00	$600	$800	
	$950	$1,150.0	
Bridge plus channel & riprap Subtotal		$20,160.00	$15,344.00
Prelim Engr (on bridge item)		1,840.00	suspend
Subtotal		$22,000.00	$15,344.00
Plus 20% (engineering design, supervision, inspection & contingencies)		4,400.00	3,069.00
TOTAL		$26,400.00	$18,413.00

SUMMATION	$26,400	(original total)
less	18,413	(corrected total)
	$ 7,987	(deobligated amount)

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MAY 28 1974
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8061

Mar 26
74

5-10-74

GILLIAM COUNTY
PL-606 Projects
January, 1974 Storm Damage

County Road #703: Rock Creek (French Charlie Road) Bridge.
Bridge repair, $5,300.

Repair the existing timber structure and approaches. The bridge has a 16' roadway. Approaches are gravel surfaced with a 20' top width. Contractor is responsible for the signing and detour. There will be no additional right-of-way.

County Road #723: Willow Creek (Lower Willow Creek Road) Bridge.
Bridge repair, $16,000.

Repair the existing structure and approaches. The bridge has a 20' roadway. Approaches have two 9' travel lanes and 2' gravel shoulders. Detour and signing are to be responsibility of the contractor. No additional right-of-way.

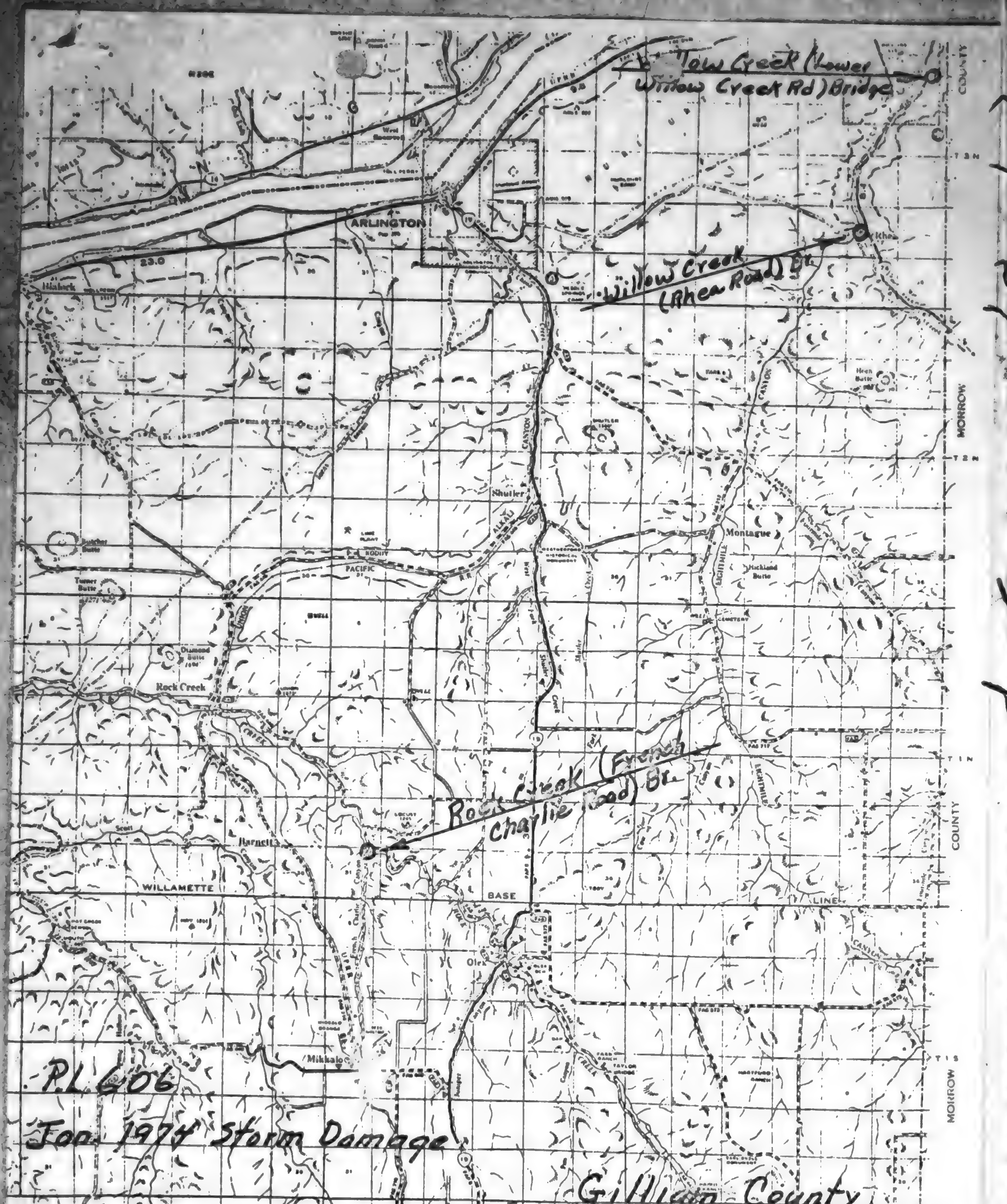
County Road #729: Willow Creek (Rhea Road) Bridge.
Bridge repair, $26,400.

Repair an abutment, restore the bridge, and repair the approaches. Bridge has a 20' roadway. Roadway has a 20' gravel top width. Detour and signing are to be responsibility of the contractor. No additional right-of-way.

State is to make surveys and plans and award and supervise these contracts.

These projects have been approved by the FDAA office.

74-b
PL-606 Projects
5/10/74


Willow Creek (Lower Willow Creek Rd) Bridge

Willow Creek (Rhea Road) Br.

Rock Creek (French Charlie Road) Br.

P.L. 606

Jan. 1974 Storm Damage

Gilliam County

GENERAL HIGHWAY MAP

ARLINGTON
Rhea
Shutler
Montague
Rock Creek
Barnett
WILLAMETTE
BASE
LINE
Olex
Mikkalo
MORROW
COUNTY
T 2 N
T 1 N
T 1 S
R 20 E
R 21 E
R 22 E
Turner Butte
Diamond Butte
Pacific
Canyon
Eightmile

PL 606

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MAY 8 1974
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☐ UPE ☐ QE ☐ RE ☐ RPE ☐

PL 606

COUNTY ROAD [illegible] PROJECT REQUEST

Name of County Gilliam FAS No. ______ Date 5-2-74
County Road Name Rhea Road No. 729
Section Name ______
Type of Project County Bridge - 606-
Location of Project (Attach sketch map) ______
ADT ______ Design Speed ______

Is this request for county bridge design only? Yes XX No ______
county FAS bridge design? Yes ______ No XX
Will County hire consultant for this project? Yes ______ No XX
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______ Total Travel Width ______
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law_____________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?___________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No____________

12. Will replacement be by: County___________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** **Yes____ No_____**

14. **Will County adjust structure to additional width?** **Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. **Does County wish State to permanently stripe project? Yes_____ No_____**

19. **Will County do striping? Yes_____ No_____**

20. **Does County wish guardrail installed? Yes_____ No_____**

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Willow Creek

2. Name of bridge Rhea

3. Dimensions of existing bridge. Length 60' Roadway Width 20'

4. Type of design and material used in existing bridge. Steel & Timber

5. Location (please attach map with location marked):
Section 26 Township 3N Range 22 E.W.M.

6. Desired width of proposed bridge Same Approx. length Same
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No XX
Upstream __________ Downstream ___________ Width __________

8. Does County wish a particular type of bridge design? Yes ______ No XX
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ______________________________
____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No ✓
Explain ______________________________
____
____

10. Foundation Testing: By County? Yes ______ No ✓
By State? Yes ✓ No ______

11. Will County close road during construction? Yes ______ No ✓

12. Can presently established road be used as detour? Yes ______ No ✓

13. Must a new detour be constructed? Yes ✓ No ______

14. Will detour be constructed & maintained by County? Yes ______ No ✓

15. Will detour be constructed & maintained by Contractor? Yes ✓ No ______

16. Will County sign project outside work area during construction?
Yes ______ No ✓

17. Will Contractor sign project outside work area during construction?
Yes ✓ No ______

18. Approaches or Connections by County Yes ______ No ✓
by Contractor Yes ✓ No ______
Traveled surface: Type Gravel Width 20'
Shoulder surface: Type ______________ Width ______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ______ No ✓

N.W. quadrant distance from structure ________________
N.E. quadrant distance from structure ________________
S.W. quadrant distance from structure ________________
S.E. quadrant distance from structure ________________

20. **Guardrail:** Desired on approaches or connections: Yes ✓ No_____
By County _______ Contractor ✓
Right side only? Yes______ No______
Both sides? Yes ✓ No_____
(**NOTE:** Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes ✓ No_____
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes_____ No ✓
Salvaged by Contractor for County? Yes_____ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No ✓
By Contractor? Yes ✓ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No ✓ Size___________
Company____
b. Sanitary sewer mains: Yes________ No ✓ Size___________
Company____
c. Storm sewer: Yes________ No ✓ Size___________
Company____
d. Gas mains: Yes________ No ✓ Size___________
Company____
e. Power lines: Yes________ No ✓ Size___________
Company____
f. Telephone lines: Yes________ No ✓ Size___________
Company____
g. Other Utilities:______________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No ✓

26. Does County wish complete job of illumination in project?
Yes________ No ✓

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:

Remarks re Section II:

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes ✓ No
   - By Consultant? Yes No ✓
   - By County? Yes No ✓

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No ✓

3. Construction plans and specifications to be prepared:
   - By State? Yes ✓ No
   - By Consultant? Yes No ✓
   - By County? Yes No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No ✓

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No__✓__ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No__✓__

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes______ No__✓__

5. Should State prepare options? Yes____ No__✓__

6. Should material source site be included in right-of-way descriptions?
Yes_____ No__✓__

7. Is there any merchantable timber on right-of-way?
Yes_____ No__✓__

8. Will timber be reserved for owner? Yes_____ No__✓__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No__✓__

10. Is a hearing necessary? Yes_____ No__✓__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__✓__
If yes, give type and name of utility company:________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes______ No__✓__
If yes, give type and name of utility company:________________________

13. Are utilities on existing right-of-way by permit __✓__ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes__✓__ No_____
If yes, give name of irrigation company or district
Private Farm Use-Logan
and dates between which water can be turned off: From______________
To__________________

15. Are there any railroad crossings? Yes__✓__ No_____

16. Name of Railroad Union Pacific

17. Number of tracks: Mainline ✓ Siding______ Total______

18. Sight Distance: 500' (Left) 500' (Right)

19. Number of Trains: Passenger__________ Speed__________
Freight 1 Speed 35 MPH

20. Angle of Intersection: 90%

21. Type of Existing Crossing: Grade ✓
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:______________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No ✓

25. Will railroad crossing be altered: Yes______ No ✓
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No ✓
By County? Yes_____ No ✓
By State at County expense? Yes_____ No ✓
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No ✓
By County? Yes_____ No ✓
By State at County expense? Yes_____ No ✓

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No ✓

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV______________________________

V. MATERIAL SOURCES DATA

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: __________ Section_____ Township_________ Range_______ W.M.

4. If County lease, what are royalty payments? ____________________

5. Materials furnished by County: Borrow_______ Select Topping _______
Base Course_______ Level Course_______ Mineral Agregates_______
Location ____________________
Miscellaneous Items ____________________

Remarks re Section V ____________________

VI. FINANCIAL DATA

1. Estimated Cost: $ 26,400.00

2. Available FAS Funds $____________

3. Does County wish advancement of future Federal funds? Yes_____ No_____
Amount ____________

4. Date match money is available ____________________

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $____________

7. Date County requests letting: As soon as possible

Remarks re Section VI ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____________________
County Judge or Comm. Chairman

By Clarence Potts
County Commissioner

By Lester Brooks
County Commissioner

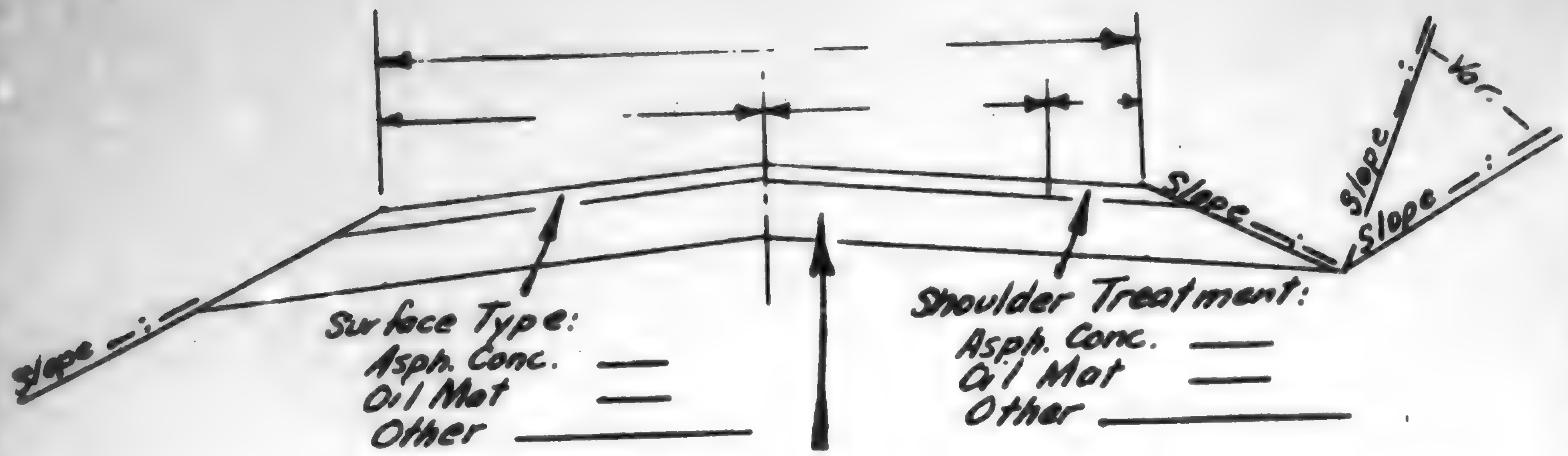
By ____________________
County Engineer or Roadmaster

County Gilliam
Date 5-2-74

____
O.S.H.D. Field Engineer

Date 5-8-74

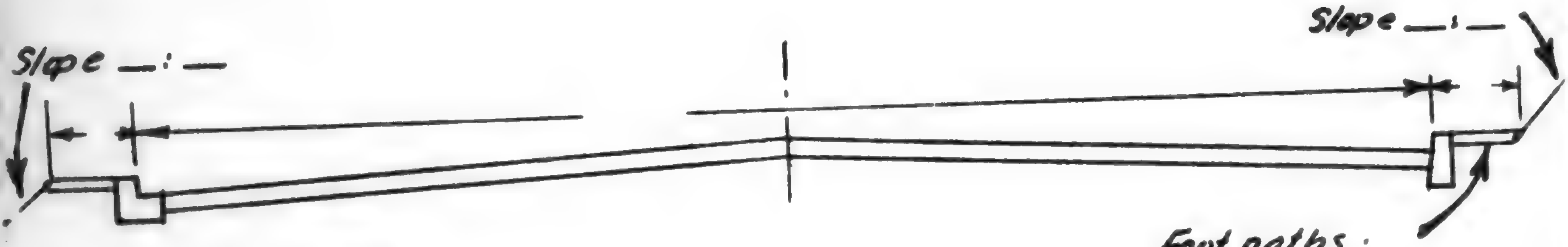
TYPICAL SECTION


Slope ___ : ___
Slope
Slope
Slope ___ : ___
Var.
Slope ___ : ___

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

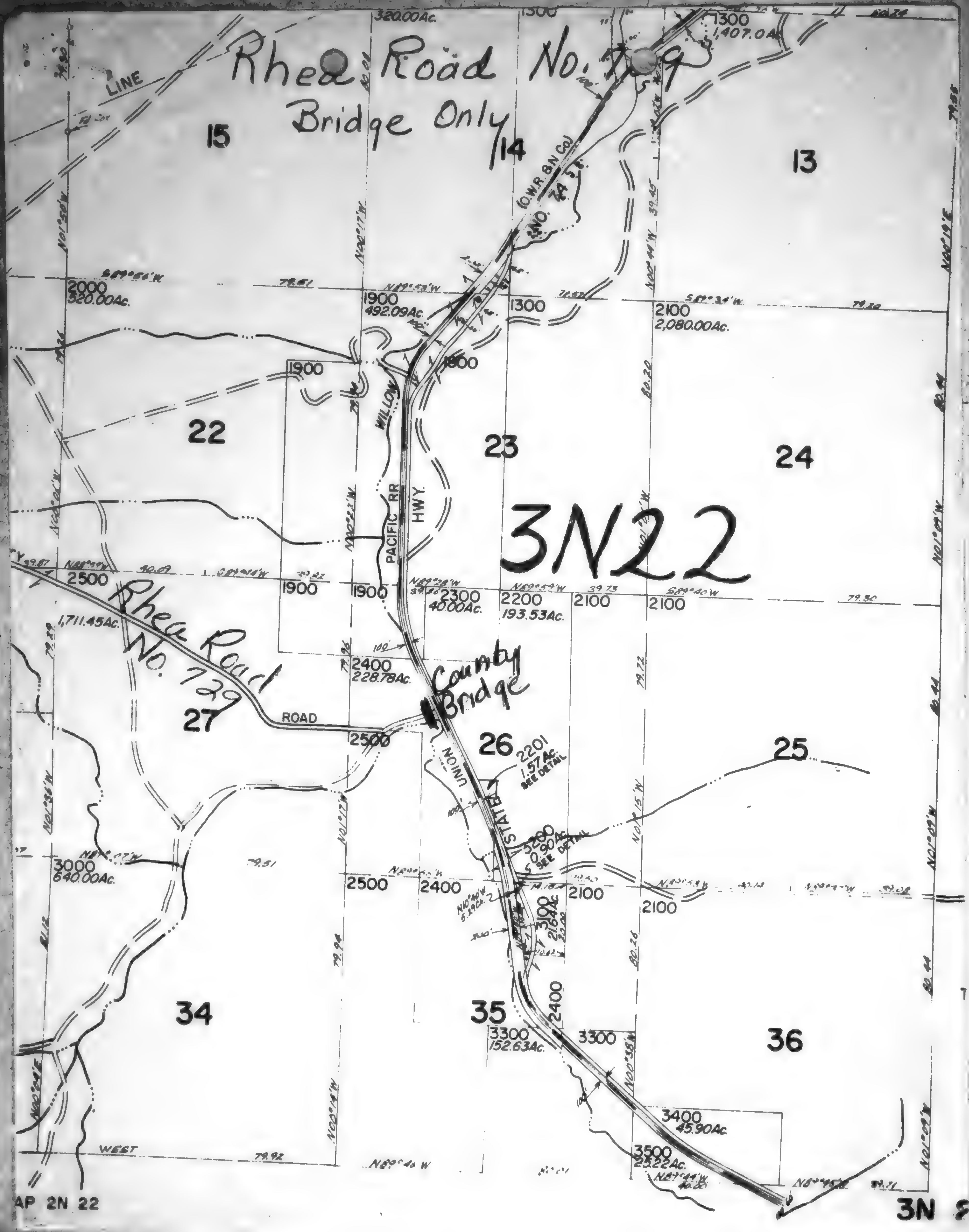
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope ___ : ___
Slope ___ : ___

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



Rhea Road No. 7[illegible]9
Bridge Only

3N22

Rhea Road No. 729

County Bridge

320.00Ac.
1300
1300
1,407.0Ac
LINE
15
14
13
(O.W.R. & N. Co.)
NO. 74 ST.
2000
320.00Ac.
1900
492.09Ac.
1300
2100
2,080.00Ac.
1900
1900
WILLOW
22
23
24
PACIFIC RR
HWY.
2500
1,711.45Ac.
1900
1900
2300
40.00Ac.
2200
193.53Ac.
2100
2100
2400
228.78Ac.
27
ROAD
2500
26
2201
1.57Ac.
SEE DETAIL
25
UNION
STATE
3200
0.90Ac.
SEE DETAIL
3000
640.00Ac.
2500
2400
2100
2100
3100
2.16Ac.
34
35
2400
3300
152.63Ac.
3300
36
3400
45.90Ac.
3500
23.22Ac.
WEST
AP 2N 22
3N 2

PL606

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ BE ☐ RE ☐ PPE ☐

PL 606

COUNTY ROAD FR PROJECT REQUEST

Name of County Gilliam FAS No. ________ Date 5-2-74

County Road Name Lower Willow Creek Road No. 723

Section Name ________

Type of Project 606 Bridge Only

Location of Project (Attach sketch map) ________

ADT ________ Design Speed ________

Is this request for county bridge design only? Yes ✓ No ____

county FAS bridge design? Yes ____ No ✓

Will County hire consultant for this project? Yes ____ No ✓

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ________ Total Travel Width ________
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ________ Width Each Side ________
   (AC, Pug Cold Mix, Oil Mat) Total Top Width ________

3. Grading & Drainage:
   By County ________ County Date of Completion ________ By Contract ________

4. Bottom Base Course:
   By County ________ County Date of Completion ________ By Contract ________
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ________ County Date of Completion ________ By Contract ________

6. Binder Course:
   By County ________ County Date of Completion ________ By Contract ________

7. Traveled Surface & Shoulders:
   By County ________ County Date of Completion ________ By Contract ________

8. Clearing:
   By County ________ County Date of Completion ________ By Contract ________

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   ____
   Width between curbs ________

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No_____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County___________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** **Yes____ No_____**

14. **Will County adjust structure to additional width?** **Yes____ No_____**

15. **Will adjusted width be standard?** Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish** sight posts installed? **Yes_____ No_____**

18. **Does County** wish State to permanently stripe **project? Yes_____ No_____**

19. **Will County** do striping? Yes_____ **No_____**

20. **Does County wish guardrail** installed? **Yes_____ No_____**

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

7. Are sidewalks desired? Yes______ [✓ No]______
Upstream__________Downstream___________Width___________

8. Does County wish a particular type of bridge design? Yes______ [✓ No]______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ [✓ No]______
Explain____
____
____

10. Foundation Testing: By County? Yes______ [✓ No]______
By State? [✓ Yes]______ No______

11. Will County close road during construction? Yes______ [✓ No]______

12. Can presently established road be used as detour? Yes______ [✓ No]______

13. Must a new detour be constructed? [✓ Yes]______ No______

14. Will detour be constructed & maintained by County? Yes______ [✓ No]______

15. Will detour be constructed & maintained by Contractor? [✓ Yes]______ No______

16. Will County sign project outside work area during construction?
Yes______ [✓ No]______

17. Will Contractor sign project outside work area during construction?
[✓ Yes]______ No______

18. Approaches or Connections by County Yes______ [✓ No]______
by Contractor [✓ Yes]______ No______
Traveled surface: Type AC Width 18'
Shoulder surface: Type Gravel Width 2'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ [✓ No]______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes ✓ No ____
~~By County ____ Contractor ✓~~
~~Right side only? Yes ____ No ✓~~
Both sides? Yes ✓ No ____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes ✓ No ____
Use for detour? Yes ____ No ✓
Removed by County? Yes ____ No ✓
Removed by Contractor? Yes ____ No ✓
Salvaged by Contractor for County? Yes ____ No ✓

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes ____ No ✓
By Contractor? Yes ✓ No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No ✓ Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No ✓ Size ____
Company ____
c. Storm sewer: Yes ____ No ✓ Size ____
Company ____
d. Gas mains: Yes ____ No ✓ Size ____
Company ____
e. Power lines: Yes ____ No ✓ Size ____
Company ____
f. Telephone lines: Yes ____ No ✓ Size ____
Company ____
g. Other Utilities: ____

24. Does County wish provisions made for future utility attachment to structure? Yes ____ No ✓

25. Does County wish lightpost bases and conduit installed? Yes ____ No ✓

26. Does County wish complete job of illumination in project? Yes ____ No ✓

27. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___✓___ No ________
   By Consultant? Yes ________ No ___✓___
   By County? Yes ________ No ___✓___
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ________ No ___✓___

3. Construction plans and specifications to be prepared:
   By State? Yes ___✓___ No ________
   By Consultant? Yes ________ No ___✓___
   By County? Yes ________ No ___✓___

4. **Does County desire center line to be permanently monumented as part of project? Yes** ______ No ___✓___

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes** ______ No ___✓___
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested **must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)**

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No ✓ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No ✓

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes_____ No ✓

5. Should State prepare options? Yes____ No ✓

6. Should material source site be included in right-of-way descriptions?
   Yes_____ No ✓

7. Is there any merchantable timber on right-of-way?
   Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No ✓
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No ✓

10. Is a hearing necessary? Yes_____ No ✓
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No ✓
    If yes, give type and name of utility company:______________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No ✓
    If yes, give type and name of utility company:______________________________

13. Are utilities on existing right-of-way by permit ______ or
    by franchise_______
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
    If yes, give name of irrigation company or district____________________
    and dates between which water can be turned off: From_______________
    To__________________

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad____

17. **Number of tracks:** Mainline______ Siding______ Total______

18. **Sight Distance:** ________________ (Left) __________________ (Right)

19. **Number of Trains:** Passenger____________ Speed___________
Freight______________ Speed___________

20. **Angle of Intersection:**____

21. **Type of Existing Crossing:**
Grade _______
Overcrossing _______
Undercrossing _______

22. **Existing Protection:**
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. **Proposed Protection:**____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(**NOTE:** These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ [✓ No]

29. Will P.U.C. application be made by State_______ or County______?
(**NOTE:** County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ [✓ No]
(**NOTE:** No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 16,000.00

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes ______ No ______
Amount ______

4. Date match money is available ______

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: As soon as possible.

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

By ______
County Commissioner

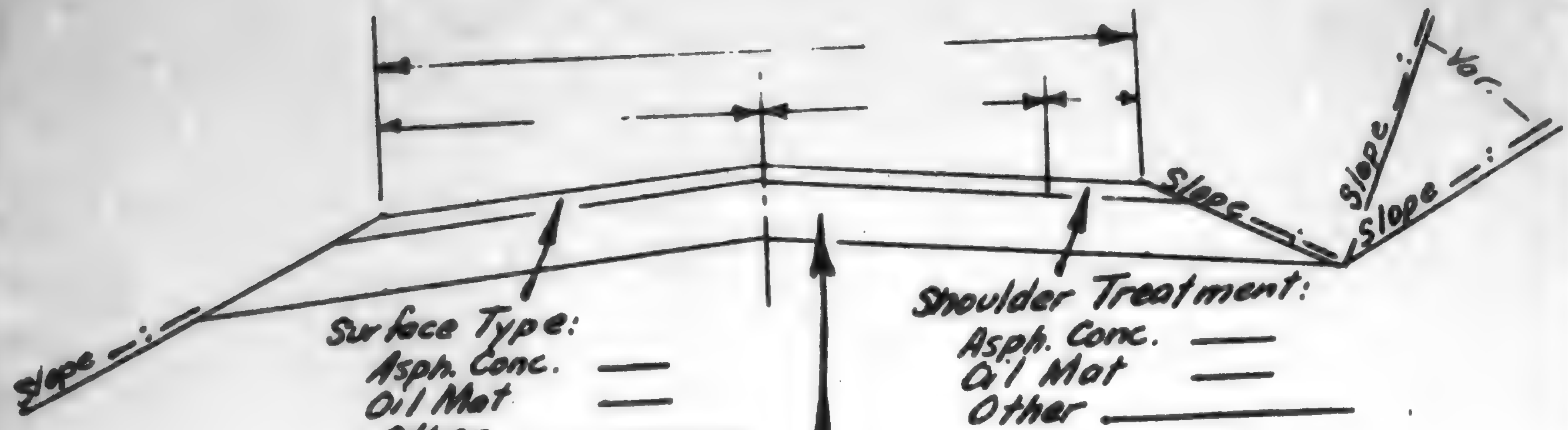
By ______
County Engineer or Roadmaster

County Gilliam
Date 5-2-74

______
O.S.H.D. Field Engineer

Date 5-8-74

TYPICAL SECTION

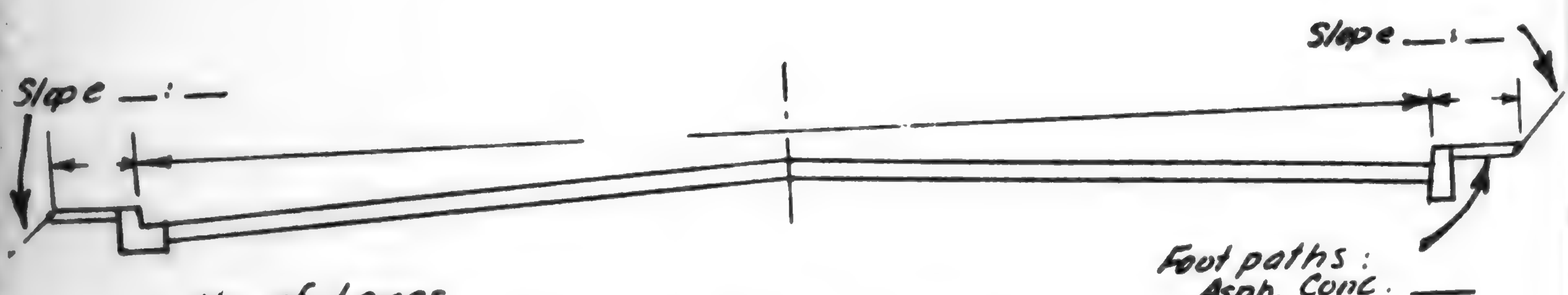


Slope — : —
Slope — : —
Slope — : —
Slope — : —
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ______

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ______

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



Slope — : —
Slope — : —

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ______
Total Width between Curbs ___

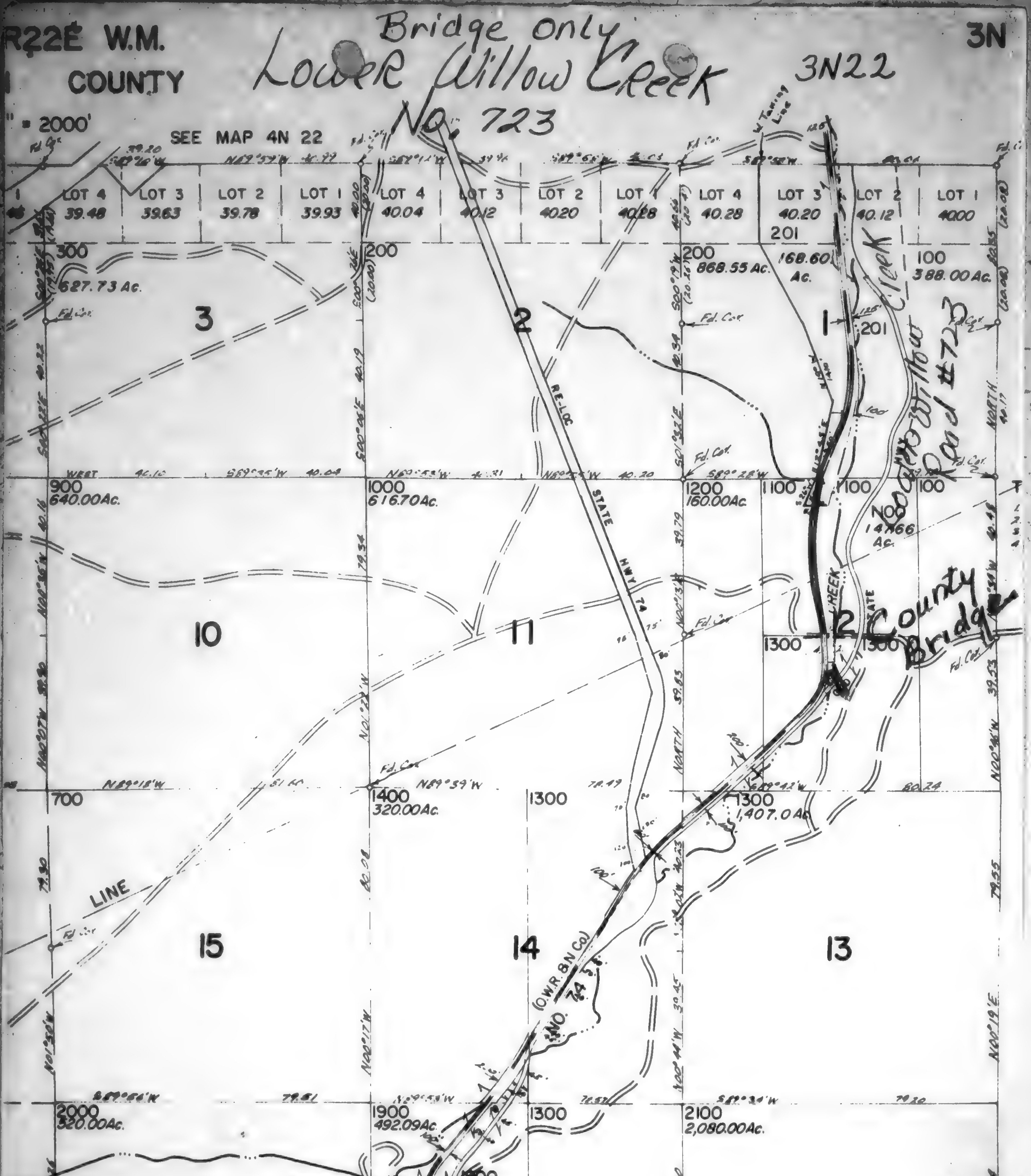
Curbs:
Type "C" ___
Curb & Gutter ___
Other ______

Bridge only

Lower Willow Creek

No. 723

3N22


R22E W.M.
COUNTY
3N
" = 2000'
SEE MAP 4N 22
LOT 4 39.48
LOT 3 39.63
LOT 2 39.78
LOT 1 39.93
LOT 4 40.04
LOT 3 40.12
LOT 2 40.20
LOT 1 40.28
LOT 4 40.28
LOT 3 40.20
LOT 2 40.12
LOT 1 40.00
300 627.73 Ac.
200
200 868.55 Ac.
201 168.60 Ac.
100 388.00 Ac.
3
2
1
201
900 640.00 Ac.
1000 616.70 Ac.
1200 160.00 Ac.
1100
100
100 N00 147.66 Ac.
10
11
12
1300
1300
STATE HWY 74
RE-LOC
CREEK
Willow Creek
Willow Creek Road #723
County Bridge
700
1400 320.00 Ac.
1300
1300 1,407.0 Ac.
LINE
15
14
13
(O.W.R. & N. Co.)
NO. 74
2000 320.00 Ac.
1900 492.09 Ac.
1300
2100 2,080.00 Ac.
1900
1800
WILLOW
22
23
24
Fd. Cor.
N89°59'W
S89°35'W
N89°53'W
N89°55'W
S89°28'W
N89°18'W
N89°59'W
S89°42'W
S89°56'W
N89°58'W
S89°34'W
WEST
NORTH

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

P.L. 606

EXECUTIVE OFFICE OF THE PRESIDENT

Or[illegible] FDAA
cc: OSHD (Reynoldson, Co-Cy)
Gilliam Co
Area Engr
(Carter)

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) GILLIAM COUNTY	2. DISASTER DECLARATION DATE 1-25-74
3. STATE OREGON — 4. COUNTY GILLIAM	5. INSPECTION DATE 3-4-74
6. WORK CATEGORY (SEE DEFINITIONS) a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1 b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2 c. ITEM NO. 23 (rev)	7. MAP OR PHOTO REFERENCE NO.
	8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES Rhea Road County Road No. 729	10. PERCENTAGE OF WORK COMPLETED TO DATE —

11. DESCRIPTION OF DAMAGE

See previous reports

12. PROPOSED WORK

See previous reports

RECEIVED
COUNTY & CITY SECTION
SEP 20 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ BPE ☐ CE ☐ RE ☒ HPE ☐

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		Present Estimate		
		Contract amount (Rhea Rd portion)		$ 23,310.57
		Overruns and changes	4.5%	1,071.48
		Cosntruction Engineering	10%	2,381.06
		Preliminary Engineering (assume 50% of actual PE used through Jul 1974)		1,940.60
				$ 29,203.66
		Original DSR dtd 3-12-74 & 5-17-74		
		DSR		15,344.00
		20% Engineering		3,069.00
				$ 18,413.00
		TOTAL ~~ESTIMATED COST~~ Increase	X	$ 10,790.66

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ___________

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) D. H. Carter, Fed Highway Admin	d. DATE

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) W. Reid Meritt	d. AGENCY OR OFFICE Ore State Hwy Div	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

Sheet 1 of 7 Sheets

Form Approved
OMB No. 116-R0254

RECEIVED
COUNTY & CITY SECTION
MAR 20 1974

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Gilliam County

2. DISASTER DECLARATION DATE
January 25, 1974

3. STATE
Oregon

4. COUNTY
Gilliam

5. INSPECTION DATE
March 4, 1974

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.
23

7. MAP OR PHOTO REFERENCE NO.
[illegible]

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Rhea Road, County Road No. 729

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE
The Rhea Road crossing of Willow Creek was damaged by the high water of Willow Creek.

12. PROPOSED WORK
See attached Bridge Survey Sheet for proposed repairs. The County may apply for a grant in lieu on this project.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
1	[illegible]	C-1 Work required to provide temporary access	[illegible]	[illegible]
1	[illegible]	C-2 Bridge repair	[illegible]	[illegible]
		TOTAL ESTIMATED COST		[illegible]

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT__________

15. RECOMMENDATION

☒ a. ELIGIBLE	☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) David B. Carter, [illegible]	d. DATE [illegible]

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) W. Reid Merritt	d. AGENCY OR OFFICE [illegible]	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature) [illegible], Judge		d. DATE [illegible]

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1974

SUBJECT: OEP Flood Damage - 1974
Gilliam County - Rhea Road

In reply refer to: 10-41.71/409.2

FROM : R. W. Pillsbury, Asst Div Bridge Engineer

TO : Mr. D. B. Carter, Area Engineer B4
Salem, Oregon

At your request I looked at the Rhea Road crossing of Willow Creek with you on March 4. The west abutment of the steel girder bridge scoured out, settled and tipped, setting the end of the bridge down behind the abutment. The structure was also pushed around on the other end.

I have prepared an estimate to replace the abutment which involves constructing a detour, shoring up the end of the bridge, placing a new abutment and replacing the abutment. My estimate is attached for your review.

In addition I checked the capacity of the steel girders and found them adequate for HS 20 loads.

RWP
R. W. Pillsbury

Enclosure

eb

ESTIMATE
Upper Willow Creek Br.
Rhea Road

3-8-74
Rup
1/2

Structure had west abutment eroded. It tipped and sunk about 1'. Abutment needs replacement. Repair procedure to set bridge on temp. support, replace abutment and reposition bridge. In addition channel has eroded and shifted requiring excavation.

Crew -	5 man crew	80 x 5 =	$400
	1 20T Truck crane	11 x 8 =	88
	1 Pickup + tools		22
			$510

Move in -	1 day
Shore up bridge	2 days
Remove Abutment	2 days
Excavate new ftg	1 day
Form & pour ftg	2 days
Form wall	2 days
Pour wall	1 day
Backfill	1 day
Reposition Bridge	1 day
Clean up	1 day
Move out	1 day
	15 days

@ 510
= $12,650

Estimate
Rhea Rd

3-8-74
rup
2/2

Detour in & out 1 D8 Tractor 16 hrs @ 17⁻ = \$272.⁻

Labor & Equip Subtotal \$12,962⁻

Materials
Concr. Ftg - $1\frac{1}{2} \times \overset{32}{39} \times 15 \times \frac{1}{27} \times \$48$ = \$1,536
Wall - $1\frac{1}{2} \times \overset{39}{18} \times 39 \times \frac{1}{27} \times \$48$ = 1872
Resteel 71 × 100 × 40¢ = 2840
6248

Subtotal \$19,210

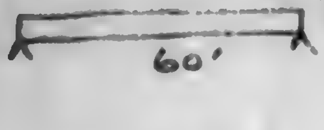
Contract Work
Channel Exc $21 \times 3 \times 99\frac{1}{2} \times \frac{1}{27} \times \$1^{50}$ \$350
Riprap $60 \times 12 \times 3 \times \frac{1}{27} \times 10^{-}$ 600
\$950

Subtotal \$20,160
Prelim Engr 1840
\$22,000
+20% 4400
P. \$26,400

Repair using a pile bent will also be considered at this location.

STRESS CHECK
UPPER WILLOW CR BR
Rhea Rd

3-8-74
RWP
1/1



= 4x12 Decking
5 - 21WF62

Dead Load

Strs $5 \times 62 = 310^{\#}$

Deck $(\overset{10}{4} \times 12) \times 20 = \underline{200}$

$510^{\#}$

$M_{DL} = \frac{1}{8} .500 (60)^2 = 225^{'k}$

$M_{LL}^{HS20} = \underline{807}$

1032

$f = \frac{1032000 \times 12}{5 \times 127} = 19500$ psi **OK for HS20**

Form OEP 241
May 1973

Form Approved
OMB No. 116-RO262

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT GILLIAM COUNTY	ITEM NO.	DATE OF INSPECTION 3/4/74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION COUNTY ROAD	b. SURFACING GRAVEL

c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	24 FT.
SHOULDERS	FT.	FT.

d. SAFE SPEED LIMIT AT BRIDGE ★ SAME AS ROAD	ADT AT BRIDGE ★ LESS THAN 50

II BRIDGE

a. TYPE OF BRIDGE STEEL STRINGER	b. AGE OF BRIDGE ★ 8 years	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 20+ YRS

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE): DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)	WF SECTION			✓	
DECK	TIMBER PLANK				✓
SIDEWALKS	NONE				
LEFT ABUTMENT	CONCRETE		✓		
RIGHT ABUTMENT	CONCRETE				✓
PIERS	—				
WINGWALLS	CONCRERTE				
SLOPE PROTECTION	—				
STREAM CHANNEL	NATURAL		✓		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	20'± FT.	FT.
BRIDGE LENGTH	60 FT.	FT.
NO. OF SPANS OR CELLS	ONE	
SIDEWALKS	☑ NONE ☐ ONE SIDE ☐ TWO SIDES	☐ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	HS20 (21 WF62 - 5 @4') TONS	TONS
WATERWAY OPENING	600 ☐ ([illegible])	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (~~ARE NOT~~) REPAIRABLE.

① lt. Abutment destroyed - Has settled 1.0' and tilted out at top 12"

② Bridge moved on rt. Abutment

③ CHANNEL ERODED

PREPARED BY	FEDERAL AGENCY	DATE

Instructions for Completing Bridge Survey

General

1. Attach a copy of this Bridge Survey to each copy of OEP Form 164, Damage Survey Report. Complete the Form 164, describing the scope of eligible work clearly, and providing your professional estimate of eligible costs of such work.

2. Actual inspection of damages by the Federal Inspector preparing this report is mandatory. A separate form is required for each bridge surveyed.

3. Attach photographs and sketches showing the bridge, approach roads, and the nature of damages.

4. Verify that the bridge is on a public road and is the responsibility of the applicant.

5. Left or right side will be determined as the inspector faces downstream from the bridge.

6. Where asterisk is shown on Bridge Survey, note whether figures are actual (A) or Estimated (E).

7. This Bridge Survey Form may be used for a culvert by filling in only the pertinent information.

Specific

1. Section I - Approach Road

a. Under "Local or State Classification", record the name and/or any designating number. Also, if the applicant designates roads by class, that designation should be furnished, e.g., Jones Road, County Road 224, Designated as a Class V Road.

b. Under "Average Width", record the average width of the traveled way and shoulders of the approach road for a substantial distance on both sides of the bridge.

2. Section II - Bridge

a. Under "Type of Bridge", indicate the type of design, e.g., Pony Truss, Timber, etc.

b. Record the approximate age of the damaged structure and your estimate of the remaining service life, assuming that the disaster-related damages had not occurred.

c. Give pertinent details about various bridge components.

d. Under "Bridge Statistics", record all available information. The "Number of Spans" should include length of each span or dimensions of each.

3. Section III - Comments

a. Complete the sentence under "Comments" to indicate whether or not the bridge is economically repairable. Keep in mind that only disaster-caused restorative work is eligible on a bridge in limited use prior to the disaster.

b. If you conclude that a bridge is not repairable, justify your conclusion under "Comments" on this Bridge Survey.

c. If a bridge is not useable without repairs, identify the nearest detour and its estimated length in miles. Give details of any required emergency work essential to restore traffic.

d. Identify the applicable codes, specifications, and standards to which you referred in preparing this report. Give enough information to allow a reviewing official to readily refer to them. Observe other bridges (if any) along the same road and indicate whether written codes, specifications, and standards, if any, are being followed for other local bridges on the same route. Provide any other pertinent information to show that the applicant is actually conforming to them.

Photo 23-1: This abutment has settled and tilted. The county has placed some fill material and has adjusted the steel stringers to allow a stock truck to pass. This was necessary to allow access to the area beyond the structure. The road is presently posted as closed.

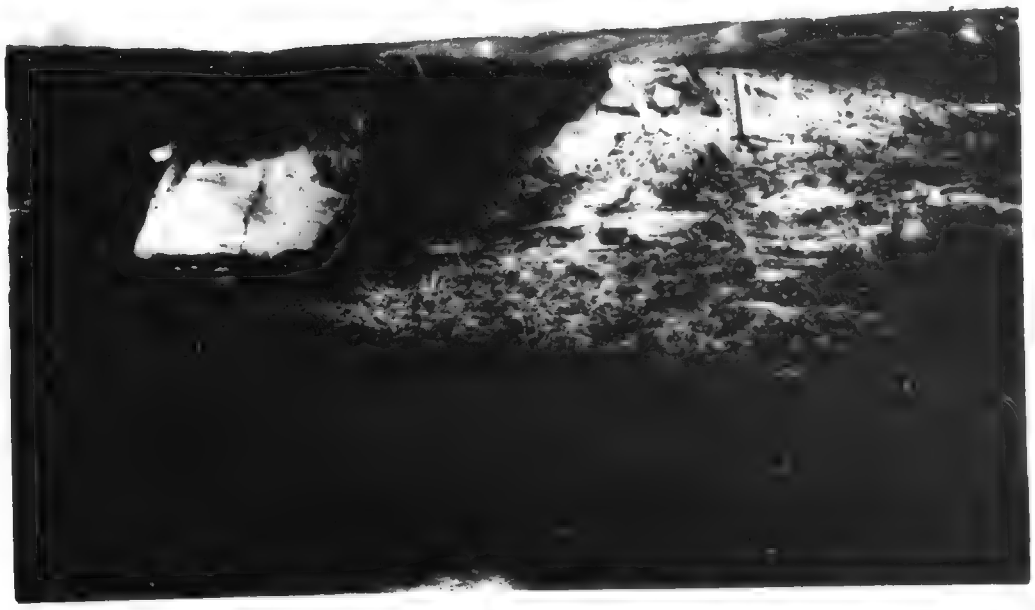


Photo 23-2: The right end of the superstructure has moved several feet downstream.

Form Approved
OMB No. 116-RO254

Sheet 1 of 7 Sheets

RECEIVED
COUNTY & CITY SECTION
MAR 20 1974
☐ ☐ ☐ ☐

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Gilliam County	2. DISASTER DECLARATION DATE January 25, 1974
3. STATE Oregon	4. COUNTY Gilliam
	5. INSPECTION DATE March 4, 1974
	7. MAP OR PHOTO REFERENCE NO. 24-124-[illegible]

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO. 24

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Lower Willow Creek Road, County Road No. 723

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE
High water of Willow Creek has eroded the right abutment of the structure and drift has destroyed the big post brace.

12. PROPOSED WORK
Repair the damaged bridge elements. The County may apply for a grant in lieu on the repair of this structure.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
1	LS	Repair bridge and associated channel work per attached estimate	All reqd.	[illegible]
		TOTAL ESTIMATED COST		[illegible]

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT ______

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) David B. Carter, FHWA	d. DATE 3-12-74

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) W. Reid Merritt	d. AGENCY OR OFFICE Oregon State Highway Division	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature) James O. Burns, Judge		d. DATE 3-12-74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1974

In reply refer to: 10-41.71/409.2

SUBJECT: OEP Flood Damage - 1974
Gilliam County - Lower Willow Creek

FROM : R. W. Pillsbury, Asst Div Bridge Engineer

TO : Mr. D. B. Carter, Area Engineer B4
Salem, Oregon

At your request I looked at the lower Willow Creek bridge with you on March 4. We determined that the end span of the bridge washed out and the truss brace was damaged. We were concerned about the possibility of scour of the north main pier, but we could not make that determination. In later discussions we finally decided that the pier was sound.

On the basis of the foregoing I have made an estimate of the cost to repair the damage to the structure. You should review my data for completeness to make sure I haven't overlooked any items. My estimate is attached.

R. W. Pillsbury

Enclosure

eb

Estimate
Lower Willow Cr. Bridge

3-7-74
Rup
1/2

Existing bridge No. end span washed out, upstr. King-post brace connection broken due to ice damage. Repair procedure to shore up end span, place substr, set span.

Item 1 - Replace foundation No. end. -

Remove existing superstructure

Move in	5 men 1day $80 x 5 =	$400
	1 20T truck crane 1day 11x8 =	88
	1 Pickup 1 day + tools 3x8 =	22
		$510
Removal		
	1 day same crew	510
Excavate 3 ftgs –		
	1 day same crew	510
Form 3 ftgs & pour		
	1 day same crew	510
Form 3 cols & pour		
	2 days same crew	1020
Strip forms		
	1 day same crew	510
Place new caps & replace span, fix truss		
	4 days same crew	2040
Backfill 2 days		1010
Move out		510
		7130

3-7-74
Rep
2/2

Estimate
Lower Willow Cr B

Labor & Equip.		$\$7130$
Mat'ls		
Ftg Conc.	$3 \times 6 \times 6 \times 2 \times \frac{1}{27} \times \$48 =$	384
Col Conc	$8 \times 2 \times 3 \times 12 \times \frac{1}{27} \times \$48 =$	384
Resteel	$16 \times 100 \times 40¢ =$	640
Lumber	$8'' \times 8'' \times 12'\text{-}0'' =$ 60 fbm	
	$8 \times 18 \times 5'\text{-}0'' =$ 60 fbm	
	$6 - 4 \times 12 \times 20'\text{-}0''$ 480 fbm	
	say 1000 fbm @ $\$350 =$	350
	Subtot. 8r.	8888
Preliminary engr.		1,412
Channel Exc	$200^{\pm} \times 20 \times 5 \times \frac{1}{27} \times 1^{\underline{50}}$	1000
Riprap	$300 \times 6 \times 3 \times \frac{1}{27} \times 10^{\underline{00}}$	2000
	SUB-TOTAL	$\$13300$
	+20%	2700
		16,000

Repair using a pile bent will also be considered at this location.

May 1973

OMB No. 116-RO262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY
(Supplement to Damage Survey Report)

APPLICANT Gilliam County	ITEM NO.	DATE OF INSPECTION 3/4/74

I APPROACH ROAD Br. # 11-02:34

a. LOCAL OR STATE CLASSIFICATION COUNTY ROAD	b. SURFACING BST	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	16 FT.	16 FT.
SHOULDERS	— FT.	— FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ SAME as ROAD (A)	ADT AT BRIDGE ★ LESS THAN 50 (E)	

II BRIDGE

a. TYPE OF BRIDGE King Post Truss TIMBER STRINGER	b. AGE OF BRIDGE ★ UNKNOWN (A)	c. REMAINING SERVICE LIFE PRIOR TO DISASTER

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE): DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)	TIMBER STRINGER		✓		
DECK	PLANK			✓	
SIDEWALKS	NONE				
LEFT ABUTMENT	CONCRETE				✓
RIGHT ABUTMENT	CONCRETE	✓			
PIERS	CONCRETE		✓		
WINGWALLS	NONE				
SLOPE PROTECTION	NONE				
STREAM CHANNEL			✓		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	20 FT.	FT.
BRIDGE LENGTH	63 FT.	FT.
NO. OF SPANS OR CELLS	3 15-33-15	
SIDEWALKS	☑ NONE ☐ ONE SIDE ☐ TWO SIDES	☐ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	NOT POSTED (415)(c) TONS	TONS
WATERWAY OPENING	500 □ ±	
DRAINAGE AREA ★	(UNKNOWN) ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

① Rt. ABUTMENT - 3 OF 4 FOOTINGS WASHED OUT

② Rt. PIER MAY HAVE SETTLED

③ some damage CAUSED by ICE TO BEARING
  a. Upstream floor beam eroded off
  b. Upstr. sway brace lower connection lost
  c. NE truss chord twisted (from ftg settlement ?)

④ stream channel eroded right bank hitting bridge on right pier.

PREPARED BY David B. Carter	FEDERAL AGENCY FHWA	DATE 3-4-74

Instructions for Completing Bridge Survey

General

1. Attach a copy of this Bridge Survey to each copy of OEP Form 164, Damage Survey Report. Complete the Form 164, describing the scope of eligible work clearly, and providing your professional estimate of eligible costs of such work.

2. Actual inspection of damages by the Federal Inspector preparing this report is mandatory. A separate form is required for each bridge surveyed.

3. Attach photographs and sketches showing the bridge, approach roads, and the nature of damages.

4. Verify that the bridge is on a public road and is the responsibility of the applicant.

5. Left or right side will be determined as the inspector faces downstream from the bridge.

6. Where asterisk is shown on Bridge Survey, note whether figures are actual (A) or Estimated (E).

7. This Bridge Survey Form may be used for a culvert by filling in only the pertinent information.

Specific

1. Section I - Approach Road

a. Under "Local or State Classification", record the name and/or any designating number. Also, if the applicant designates roads by class, that designation should be furnished, e.g., Jones Road, County Road 224, Designated as a Class V Road.

b. Under "Average Width", record the average width of the traveled way and shoulders of the approach road for a substantial distance on both sides of the bridge.

2. Section II - Bridge

a. Under "Type of Bridge", indicate the type of design, e.g., Pony Truss, Timber, etc.

b. Record the approximate age of the damaged structure and your estimate of the remaining service life, assuming that the disaster-related damages had not occurred.

c. Give pertinent details about various bridge components.

d. Under "Bridge Statistics", record all available information. The "Number of Spans" should include length of each span or dimensions of each.

3. Section III - Comments

a. Complete the sentence under "Comments" to indicate whether or not the bridge is economically repairable. Keep in mind that only disaster-caused restorative work is eligible on a bridge in limited use prior to the disaster.

b. If you conclude that a bridge is not repairable, justify your conclusion under "Comments" on this Bridge Survey.

c. If a bridge is not useable without repairs, identify the nearest detour and its estimated length in miles. Give details of any required emergency work essential to restore traffic.

d. Identify the applicable codes, specifications, and standards to which you referred in preparing this report. Give enough information to allow a reviewing official to readily refer to them. Observe other bridges (if any) along the same road and indicate whether written codes, specifications, and standards, if any, are being followed for other local bridges on the same route. Provide any other pertinent information to show that the applicant is actually conforming to them.

Photo 24-1: The right abutment has washed out.

Photo 24-2: Debris and ice drift has damaged the king post brace.
The above will have to be replaced.

Photo 24-3: The adjacent farmer has done this to provide access to his field. The road is otherwise closed.

BEN GIFFORD

L-606 33,900

Section WILLOW CREEK BRIDGE

Highway CO. RDS. 723 & 729

County GILLIAM

Kind of Work Structures

Prefix

Project Allotment $

Project Length —

Completion Time 100 Cal. Days

FA Project No. FDAA-413-DR-25 (Item 24)
FDAA-413-DR-25 (item 23)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 29575.00

Anticipated Additional Items:

Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . . . .
Stage Construction Striping. . . . . . .
Temporary Erosion Control. 50
Install Truck Scale Mechanism. . . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
Bikeway Signs . . . .
Adjust Utilities . . . .

$ 50

$ 29625.00

Contingencies (4-1/2%) 1333.13

Engineering (10 %) 2962.50

~~TOTAL~~ $

Credit for . . . . .

Estimated Net Authorization, Construction . . . . $ 33920.63

[illegible] ESTIMATE

No.	[illegible]	Quantity	Price	Amount
1	Earthwork	All Req.		8000
2	Loose Riprap, Class 700	650 Cu Yds	10	6500
3	Structure Excavation	55 Cu Yds	12 –	660
4	Furnish [illegible] Steel Piles	210 Lin Ft	12 –	2520
5	Drive Steel Piles	6 Only	250 –	1500
6	Splice Steel Piles	2 Only	100 –	200
7	Structural Concrete	57 Cu Yds	135 –	7695
8	Reinforcement (3400 lbs @ $0.50)	As Req'd		1700
9	Structural Steel (500 lbs @ [illegible])	As Req'd		800
				$ 29,575.00

LOCATION ENGINEERS REPORT

Lower Willow Creek Bridge
Lower Willow Creek Road
Gilliam County Road No. 723
Prefix No. 511-8102-902

This project involves the removal of superstructure on existing north end span, construction of end abutment and replace end span, and the possible shoring up of center span to replace mambers in superstructure which are rotten and damaged by high water and ice flow during January 1974 high waters. Also included is excavation to clean up channel and placement of riprap on channel slopes.

January 1974 high water washed out pedestals at northerly end of the structure, allowing end span to drop and high water carrying ice flow caused damage to superstructure on center and north span--See Project Pictures.

This county road was initally a part of the Heppner Highway which was turned over to Gilliam County when the Heppner Highway was relocated in this vicinity. This structure was initially constructed State Highway Department in 1922 and apparently repaired or reconstructed in 1944, as shown by State Highway Drawing Nos. 1403, 1540, 1810, 7586 and 8077. This was initially State Highway Department Bridge No. 905.

A bridge inspection was made on the existing structure and considerable rot and deteriation was found. See attached copy of the inspection report. Because of this condition, it was recommended to Gilliam County that they consider accepting a grant-in-lieu for flood damages and put $10,000 to $15,000 with this and construct a new superstructure. However they did not feel that they could put the additional money into this structure at this time and requested that we precede with reparing the existing structure.

It is planned to give Gilliam County a copy of inspection report with the recommendation that they investigate possible necessity to place a load limit on ctructure because of its condition.

It is recommended that further consideration be given to replacing all possible deteriated members of structure as possible during restoration and repair of structure.

TRAFFIC

Gilliam County advises that road can be closed during construction, thus eliminating the need for a detour. See preliminary sketch for signing of road closure included with project data.

ROADWAY

No roadway work is required under this project. Any work necessary for connection of roadway to structure will be done by Gilliam County forces

CHANNEL

General excavation quantities included in project estimate are for removal of deposit, restoration and increasing channel area and the preparation of slopes for riprap. It is felt that decreased channel area under structure, due to silting of streambed, increased high water elevation and thus did contribute to damage to structure by ice flow during high water. Northerly upstream creek bank was eroded and silting occurred on southerly upstream side of channel. Major portion of excavation is on southerly upstream side of channel. Original plans for structure show the two center bents to be setting on piling, thus it is felt that cleaning out channel will not result in future damage or scour to these bents.

RIPRAP

Major portion of riprap to be placed is on northerly upstream slope of the creek channel--note existing alignment of channel upstream from structure. Riprap is also proposed at corners of existing structure for protection of end bents.

RIGHT OF WAY

It will be necessary for Gilliam County to acquire right of way or easement for work in channel.

UTILITIES

No utility adjustments in vicinity of this structure will be required.

MISCELLANEOUS

Drilling in vicinity of north abutment which is to be replaced has been completed.

A copy of Damage Survey Report is included with this report.

As previously mentioned, a copy of Bridge Inspection Report is also included with this report.

Source of riprap material has not been finalized as of the date of this report. Will advise available source later.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

58-3 - Felloe guards deteriorated & should be replaced

58-7 - Guard rail deteriorated & loose.

Note: Traffic is crossing span #1 & onto The road bed about 6 ft.
from The end of The bridge on planks layed down from
Bent #2 onto Roadway

59-2 - End of the deck stringers at Bent # 1 Rotted about 2 To 3
inches wide, 2 inches above The Transverse beam

59-4 & 13- Floor beam in center of span 2 is damaged on The
Upstream side so vertical brace is disconnected

59-5 & 11 Bent 2 Vert. Beam of A frame split & Twisted on left
side of Structure - also chord is split on left side -
Lower chord & Corbell on bent 3 Right side are partly
rotten.

59-15 - span # 1 sagging on left side -

LOCATION ENGINEERS REPORT

Upper Willow Creek (Rhea Rd.) Bridge
Rhea County Road
Gilliam County Road No. 729
Prefix No. 511-8103-901

This project involves the shoring up of existing structure, removal of existing west abutment, construction of new abutment on west end, the straightening of cap on east end of structure and resetting structure back on abutments. Also included in project is cleanup of the existing channel and placement of riprap at corners of structure and on west side of upstream channel.

The existing structure is reported to have been constructed as replacement for structure which was washed out during the 1964 flood. Existing structure is a single span steel girder set on concrete abutments and has a timber plank deck, except at west end which has cattle guard constructed as decking.

January 1974 high water scoured out under west abutment, causing it to settle and tip toward stream and WF beam cap slid off abutment and WF girders dropped down onto abutment. This also twisted WF cap on east end of structure. Does not appear that superstructure was sufficiently anchored to abutments.

TRAFFIC

Gilliam County advises that road can be closed during construction, thus eliminating the need for a detour. See preliminary sketch for signing of road closure included with project data.

STRUCTURE

It is proposed that full closed abutment be constructed as replacement at west end and repairs and anchoring of east end to abutment be performed as required.

Local rancher has hung CMP on north side of structure to carry irrigation water--See Project Pictures.

Riprap is included to protect existing east abutment from future scour--See Vicinity Map.

ROADWAY

No roadway work is required under this project. Any work necessary for the connection to structure will be performed by Gilliam County forces.

CHANNEL

General excavation quantities included in project estimate and quantitite is for removal of deposits, restoration and increasing channel area and preparation of slopes for riprap. This also includes removal of concrete from channel in vicinity of northwesterly corner os structure. This is apparently part of abutment from a previous structure which fell into the streambed and is felt to have caused turbulence which may have contributed to scouring of existing west abutment. Major portion of excavation is on the east side of upstream channel.

RIPRAP

Major portion of riprap is to be placed on west side of upstream channel. It is also intended to place riprap at corners of end bents, espscially the existing east bent after channel work is done to protect this abutment from future scouring. Abutment from a previous structure still exists immediately downstream from existing east abutment (northeasterly corner of structure). Riprap is to be placed between this old abutment and the abutment on existing structure as slope protection--See Project Pictures.

UTILITIES

No utilities, except irrigation pipe as mentioned above, exist in vicinity of this project.

RIGHT OF WAY

It will be necessary for Gilliam County to acquire right of way of easement for work in channel.

MISCELLANEOUS

Drilling is vicinity of west abutment which is to be replaced has been completed.

A copy of Damage Survey Report is included with this report.

Source for riprap material has not been finalized as of the date of this report. Will advise available source later.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

8062 Campus Dr.-O.T.I. (Klamath 1974
Falls) bikeway.
Grade & pave bikeway

34/74

8062

February 6, 1975

Wells-Reed-Wood-West Co.
615 Morgan Building
Portland, OR 97205

Gentlemen:

On January 27, 1975, we wrote to you concerning release of final payment on Contract No. 8062 awarded to Klamath Paving Co. for work on the Campus Drive-OTI Bikeway in Klamath Falls, Klamath County.

Final payment on this contract is $1,412.95 and the total contract amount is $29,053.67 including $691.95 for work performed under force account.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

fkm

cc Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8062

J

CON-5-8062

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8062, Work Completed November 22, 1974

Project Campus Drive OTI (Klamath Falls) Bikeway

Highway City Street, County Klamath

Type of Work Grading and Paving

Contractor Klamath Paving Co.

Recommended Acceptance Date January 23, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-24-75

8062

FORM 91-734-0000
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Campus Drive-O. T. I. (Klamath Falls) Bikeway

WEEK ENDING: December 6, 1974

SECTION PREFIX: 818-1160

HIGHWAY: City Street

COUNTY: Klamath

NAME OF JOB: Campus Drive-O.T.I. (K. Falls) Bikeway

KIND OF WORK: Grading & Paving

CONTRACTOR: Klamath Paving Co.

CONTRACT NUMBER: 8062

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 3, 1974

DATE WORK STARTED: September 30, 1974

ESTIMATED COMPLETION DATE: November 22, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 61

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: 38,001.41

EXCLUSIVE OF ENGINEERING: 34,682.51

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 31,882.29

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8 %

ENGINEERING AUTHORIZATION: 3,318.90

Exp. This Week 765.00

ENGINEERING COST TO DATE: 6,000.00

PERCENT OF AUTHORIZATION: 181 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 100

DATE PROJECT WAS COMPLETED: November 22, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.49	0.49			0.49
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.49	0.49			0.49
TOTAL ESTIMATED QUANTITIES (CONTRACT)	950 CY	1,400 Tons			450 Tons
TOTAL QUANTITIES CORRECTED TO DATE	968 cy	1,053 tons			477 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	968 cy	1,053 tons			477 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Overcast - cool			-	
MONDAY	Overcast - showers - wind - cool			-	
TUESDAY	Cloudy - wind - rain in late PM			-	
WEDNESDAY	Partly cloudy - cool			-	
THURSDAY	Cloudy - cool - snow late in Pm			-	
FRIDAY	Overcast - cool	-		-	
SATURDAY	" "			-	

Routing
RECEIVED
DEC 9 1974
CONSTRUCTION SECTION
Keesey
Bond
Jackmond
Harwood
Johnsen
Walker

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed the Semi-final Estimate and submitted to Region Office on Thursday.

This is the last report for the project.

E J Dunn

SIGNED E. J. Dunn LOCATION Klamath Falls

cc: Const. (2)
Region (1)
File (1)

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8062

September 24, 1974

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attn: John Halverson
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 5092

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of a bicycle-pedestrian facility between Park Way and the Oregon Technical Institute, adjacent to Campus Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:ser

Att.

cc H. S. Cox (conf. agree. att.)

#8062

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 5, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

SUBJECT Footpaths and Bicycle Trails for
Campus Drive-O.T.I. (Klamath Falls) Bikeway

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
	SEE ATTACHED SHEET				
				TOTAL	

Width: 8 feet Length 2,850 feet

Total of all contract items $ 31,739

100 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher
E. J. Dunn

RECEIVED
SEP 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CAMPUS DRIVE-O T I (KLAMATH FALLS) BIKEWAY SHEET NO. 1

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	500.0000	500.00
002	TEMPORARY SIGNS	120.000	SQ FT	8.0000	960.00
003	FLAGMEN	40.000	HOURS	12.0000	480.00
	ROADWORK				
004	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	750.0000	750.00
005	GENERAL EXCAVATION	950.000	CU YDS	3.9000	3,705.00
006	TRENCH EXCAVATION	75.000	CU YDS	5.0000	375.00
007	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	1,000.0000	1,000.00
008	WATERING	30.000	M-GALS	10.0000	300.00
009	SOIL STERILIZATION	150.000	LBS	2.0000	300.00
010	1"-0 AGGREGATE BASE	1,400.000	TONS	5.4000	7,560.00
011	CLASS C ASPHALT CONCRETE	450.000	TONS	18.4500	8,302.50
012	12-INCH CULVERT PIPE	260.000	LIN FT	9.0000	2,340.00
013	24-INCH CULVERT PIPE	16.000	LIN FT	12.0000	192.00
014	EXTRA FOR PIPE UNDER PAVEMENT	86.000	LIN FT	5.7500	494.50
015	CONCRETE INLETS, TYPE G-1	6.000	ONLY	200.0000	1,200.00
016	CONCRETE CURBS	41.000	CU YDS	80.0000	3,280.00
		TOTAL	AMOUNT OF CONTRACT		31,739.00

8062

September 4, 1974

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, awarded to you State Highway Contract No. 8062 in the amount of $31,739 on the Campus Drive-O.T.I. (Klamath Falls) Bikeway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc C. T. Keasey
Vince Gallagher
Walt Hart
C. M. Williams
E. J. Dunn
David Talbot

8062

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 23, 1974**

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
August 15 and August 29 Bid Lettings

Bids were taken August 15 and will be taken August 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

AUGUST 15 BID LETTING

1. Hubbard Interchange-Woodburn Interchange
   Pacific Highway, Marion and Clackamas Counties
   Roadside Improvement Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Emigrant Hill-Meacham
   Old Oregon Trail Highway, Umatilla County
   Grade, Pave and Signing Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Fork Clackamas River-Bull Creek
   Clackamas Highway, Clackamas County
   Grade and Pave Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, recon-

struction, or relocation is involved. The primary purpose of this project is to repair flood damaged areas.

4. Tygh Creek and North Fork Mill Creek Bridges
FAS 229 and FAS 509, Wasco County
Structures Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. South Fork Coos River (Landrith) Bridge
FAS 265, Coos County
Structure Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

AUGUST 29 BID LETTING

1. Sutherlin Interchange-Winchester Interchange
Pacific Highway, Douglas County
Grade, Pave and Signing Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Canyonville-Glendale Junction
Pacific Highway, Douglas County
Grade, Pave, Sign and Structure Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Baker Interchange-Pleasant Valley Interchange
Old Oregon Trail Highway, Baker County
Grade, Pave and Signing Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. SE 89th Avenue-SE 106th Avenue
FAU 1073, Multnomah County
Grade, Pave, Signal, Sign and Illumination Project

Bicycle/pedestrian sidewalks will be provided throughout the length of the project.

5. Jap Hollow Creek Culvert
County Road 129, Wasco County
Box Culvert Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Willow Creek Bridges
County Roads 723 and 729, Gilliam County
Bridge Repairs Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states the "Footpaths and bike

> trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Mill Street-Walnut Street (Eugene)
   Pacific Highway West, Lane County
   Traffic Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

8. Oak Knoll Bikeway Overcrossing
   Willamina-Salem Highway, Polk County
   Grade, Pave and Structure Project

   The purpose of this project is to provide a grade separation structure for bicycles and pedestrians.

9. Campus Drive-O.T.I. (Klamath Falls) Bikeway
   City Street, Klamath County
   Grade and Pave Project

   The purpose of this bikeway is to provide an extension to the previously constructed bikeway to serve Oregon Technical Institute.

10. LaGrande Office Building
    Wallowa Lake Highway, Union County
    Landscaping Project

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

These projects will be on the agenda for your consideration at the August 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

JDM:jp js

8062

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 25, 1974**

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Three Bikeway Projects

The surveys for the following Bikeway Projects have been completed and every effort is being made to complete plans for an early letting.

	TYPE	COST
1. Campus Drive - O.T.I. (Klamath Falls) Bikeway Klamath County This bikeway is 0.5 miles in length and will extend our previously constructed bikeway to service Oregon Technical Institute.	Class II	$ 58,000
2. Jacksonville-Medford Bikeway Jacksonville Highway Jackson County The length of this section is approximately 4.0 miles and is proposed as a highway shoulder facility.	Class III	128,000
3. River Road (Cottage Grove) Bikeway Coast Fork Willamette R. Lane County This section 1.6 miles in length follows the west bank of the coast fork Willamette River paralleling River Road in Cottage Grove. Bureau of	Class I	127,500

Outdoor Recreation funding
has been approved for 50 percent of the estimated cost.
The State's share of 50 percent will amount to $63,750.

I recommend these bikeway projects and request your authorization to add $255,000 to the current State Construction Program to cover their total estimated cost.

This matter will be on the agenda for your consideration at the July 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
V. D. Wolfe
Gary Sund
R. E. Whipps

BLG:bz cm

8062

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1974

SUBJECT: Financial Approval for Bikeways

To: Mr. L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

Please proceed with funding approval for the following bikeway projects. Projects 1 and 2 are tentatively scheduled for the August 29 letting; project 3 is tentatively scheduled for September 26.

	Project	Type	Est.Cost
1.	Campus Drive-O.T.I. (Klamath Falls) Bikeway Klamath County	Class II	$ 58,000
2.	Jacksonville-Medford Bikeway Jacksonville Highway	Class III	128,000
3.	River Road (Cottage Grove) Bikeway North Fork Willamette River Lane County	Class I	63,750 (63,750) BOR
	Subtotal		$249,750
	Contingency		5,250
	Total		$255,000

I recommend these projects be constructed with State funds at an estimated cost of $255,000. The BOR has approved 50 percent funding for project 3.

These projects are presented for your consideration and we request your authorization to include them on our current State Construction Program.

Victor D. Wolfe
Location Engineer

RECEIVED
JUL 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc E.S. Hunter
J.H. Versteeg

8062

FORM 2-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 3, 1974

To: FILE

SUBJECT: OTI Bicycle Path
Klamath Falls

NOTED
E. S. HUNTER

This bicycle path was designed to be on the east side of Campus Drive. In a meeting between Jim McClure and Roger Tutty, Mr. Tutty was adamant that it should be on the west side. I met yesterday with Mayor Veatch and Roger Tutty, accompanied by Region personnel, and explained my worries about the bicyclist attempting to cross 2200 ADT making a free-flowing right turn from Kit Carson Way onto Campus Drive. It developed that Mayor Veatch was not aware of Mr. Tutty's desire to have the bicycle path on the west side of Campus Drive. He was adamant that the path should be on the east side where I wanted it.

I have instructed Mr. Wakerlig to get it pulled together so that it can be transmitted to the design room and I have instructed him as to termini.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter ✓
Carl Williams
W. H. Wakerlig

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8062

March 26, 1974

Mrs. Evelyn Smith
Public Affairs Committee
5007 Alva Avenue
Klamath Falls, Oregon 97601

Dear Mrs. Smith:

We will be happy to appear before The Soroptimist Club of Klamath Falls on May 2 to discuss bicycle route planning and development.

Mr. Victor Wolfe, Highway Division Location Engineer, has the responsibility of planning and design of bicycle paths under the Highway program. He is free on May 2 and will arrange to appear at your luncheon meeting. I expect that he will contact you in the near future to determine your specific interest in order that he may make a timely presentation.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Honorable Robert E. Veatch

bc: F. B. Klaboe
V. D. Wolfe w/att.

The Soroptimist Club of Klamath Falls, Oregon
P. O. Box 41

March 16, 1974

Mr. F. B. Klaboe,
Administrator of Highways,
Oregon State Highway Division,
Highway Building,
Salem, Oregon 97310

Dear Mr. Klaboe,

Thank you very much for your response written February 12th to our letter concerning bicycle paths in Klamath Falls.

We are a service club of business women, and vitally interested in youth and their safety, and we are grateful that you will be including push button controls in your phase two plan for bicycle paths in Klamath Falls.

We are asking Mayor Veatch and the city council to consider further bicycle paths in the city's planning for the coming year. We are very glad to work closely with Mayor Veatch in the formulation of such plans.

Again our thanks for your concern and cooperation.

Sincerely,
Evelyn Smith
Mrs. Joe Smith,
Public Affairs Committee
5907 Alva Ave ,
Klamath Falls, Ore 97601

cc to
Mrs Bruce Owens, President
520 Klamath Ave
Mr. Glenn Jackson, Chairman
Oregon Transportation Commission,
216 W. Main St, Medford, Ore 97501
Robert E. Veatch, member
Oregon Transportation Commission,
P.O. Box 151, Klamath Falls, Ore 97601

RECEIVED
STATE HWY ENGR
MAR 20 '74
REFER TO
FOR
J/R Sign Act File

8062

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 12, 1974

To: Mr. Carl Williams
Regional Engineer

SUBJECT: Campus Drive-O.T.I. Bikeway
Klamath Falls-Malin Highway
Klamath County

NOTED
E. S. HUNTER

The original location data for the subject bikeway has been returned directly to Eldon Dunn. It is my understanding that the project will be reworked to locate the bikeway along the west side of Campus Drive as requested by Roger Tutty, Klamath Falls Director of Public Works.

The tentative letting date for this project is June 20. In order to meet this date the rework data must be in this office by April 1. I would appreciate it if you would ask Mr. Dunn to expend every effort possible to conform to this date.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
J. H. Versteeg

RECEIVED
MAR 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

February 12, 1974

61-1L

Mrs. Marie Owens, President
The Soroptimist Club of Klamath Falls
Klamath Falls, Oregon 97601

Dear Mrs. Owens:

In response to your letter referred to us by Mr. Jackson, my staff is investigating your concerns relating to the Vern Owens Memorial Bikeway that we constructed in Klamath Falls.

We are currently developing plans in cooperation with the City of Klamath Falls to extend phase two of the bikeway along Campus Drive to the college from its present northern termini. Incorporation of push-button signal controls to provide a safe bicycle/pedestrian crossing through the intersection of Kit Carson Way and Campus Drive is possible. I have asked our Traffic Engineering Section to revise the signalization plans being developed for this intersection to include the bikeway crossing and push-button signal controls. In conjunction with the phase two extension, consideration will also be given to a connection from this intersection to the bikeway.

8062

Jea 7-6-1
K.F

The bicycle/pedestrian grade separation structure you suggested can not be considered at this time because of the high cost involved. Possibly in the future if pedestrian and bicycle traffic warrants indicate a need, it can then be considered.

Your idea concerning a southerly extension of the Vern Owens Memorial Bikeway to 6th Street appears to have merit. We will proceed with a feasibility study to determine whether or not a bikeway can be extended and the costs involved. In conjunction with our study, an overall bike-route plan for the City of Klamath Falls would serve as a helpful guideline. Many cities are currently developing master plans for bike routes through the efforts of citizen committees such as yours.

I appreciate having your comments and if we can assist you further, please feel free to write or call.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power and Light Co.
216 West Main Street
Medford, Oregon 97501

Robert E. Veatch, Member
Oregon Transportation Commission
P. O. Box 151
Klamath Falls, Oregon 97601

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe

JDM:jp cm

Klaboe

December 10, 1973

RECEIVED
JAN 14 1974
OFFICE OF
Glenn L. Jackson

Mr. Glenn Jackson, Chairman
State of Oregon Transportation Commission
Pacific Power & Light Co.
920 S. W. Sixth Street
Portland, Oregon 97204

Dear Mr. Jackson:

One of the precepts of the Soroptimist Clubs of The Americas involves our concern for the well-being of our young people, and in this concept we place substantial importance on recreational availabilities for children of all ages. Tangible evidence of this attitude on the part of the Soroptimist Club of Klamath Falls is apparent in the fact that we financed and have maintained for many years the "Gingerbread House" in Moore Park. A meeting place for younger children where the facilities of Moore Park and the Gingerbread House combine to promote a character building background for kiddies activities.

The members of the Soroptimist Club of Klamath Falls have observed with great interest and approval the development of the bicycle trail program in the state of Oregon.

We are particularly appreciative of the splendid cooperation that was forthcoming from the Oregon State Highway department in the establishment of the Vern Owens Memorial Bike Trail, here in Klamath Falls that originates at the intersection of Portland Street and Kit Carson Way and terminates very close to the junction of Campus Drive and Kit Carson Way.

We are now concerned with the question of how to provide safe passage for people of all ages, who are bicyclists, from the present northern terminus of the Vern Owens Memorial Bike Path on to a route that would eventually lead to Moore Park. In this connection we feel it is reasonable to ask that special facilities for bicyclists be incorporated into any planning that is developed for a separate grade crossing, situated at the intersection of Campus Drive and Kit Carson Way.

Secondly, we also assume that some reconstruction of the Fremont bridge, over Link River must be undertaken within the foreseeable future and here again we are interested in advocating that a safe crossing for bicyclists be included in the planning for any new bridge that may be constructed at this point.

In our local press releases, we note that the traffic hazard situation at the intersection of Campus Drive and Kit Carson Way is considered serious enough at this time to warrant the installation of traffic control signals. When this is done would it be possible to install a push button light for bicyclists? So that they would have a safe crossing of Kit Carson Way on their way to Moore Park and the Marina, which are our chief recreational facilities in Klamath Falls.

With the energy crisis on we feel there will be a real problem next Spring when school is out, transporting our children to wholesome recreational facilities safely. Of course the ideal solution to the problem would be a bicycle trail starting at South 6th Street and following Kit Carson Way past the Y.M.C.A. on to Main which is adjacant to the Municiple Swimming pool and on to connect with the Vern Owens Memorial Trail and from there on to Moore Park.

Thanking you kindly, in advance, for your favorable consideration of these details, we are

Sincerely,

THE SOROPTIMIST CLUB OF
KLAMATH FALLS

Marie Owens

Marie Owens, President

8063 Mill St.-Walnut St. (Eugene) 1974
Sec. of Pac. Hwy. W. Eugene
(Traffic signal installation)

OREGON STATE
HIGHWAY DIVISION
FORM 61-734-1190

HIGHWAY DIVISION INVOICE

NO. 120188 Ⓣ

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-12-76	cc 1591		20-0606-299 323.00

Code: EUGENEC

- City of Eugene
- ATTN: Mr. Alva Williams, Jr., Traffic Engineer
- 777 Pearl Street
- Eugene, OR 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-HHS-5010(6) Mill Street-Walnut Street Section Pacific Highway West City of Eugene Covered by agreement dated 8-6-71, Contract 8063			
Total Project Cost (TOPICS)			$214,317.89
Federal Funds Collected			167,375.51
Balance			46,942.38
City's share per attached statement			23,471.19
Advance Deposit			-18,000.00
AMOUNT DUE FROM CITY			$ 5,471.19

RECEIVED
COUNTY & CITY SECTION
AUG 13 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UC
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

TOPS

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
777 Pearl Street
Eugene, OR 97401

Attention of Mr. Alva Williams, Jr.
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc 1591

Date July 19, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-HHS-5010(6)
Mill Street-Walnut Street Section
Pacific Highway West
City of Eugene

Covered by agreement dated 8-6-71
Contract No. 8063

Itemized Statement: CLR-DT-File #T-5010-6

Advance Deposit $18,000

Quantity	Unit	Description	Unit Price	Amount
		Total Project Cost (TOPICS)	$214,317.89	
		Federal Funds Collected	167,375.51	
		BALANCE	$ 46,942.38	
		City's share per attached statement	$ 23,471.19	
		Advance deposit	18,000.00	
		Amount Due From City		$5,471.19
		(Attach itemized statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 18,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests.

Give the number of the last previous request in connection with this same service.

RECEIVED
COUNTY & CITY SECTION
JUL 19 1976
☐ TRAF. ☐ CONST. ☑ UE ☐ RE ☒ UE
[illegible] ☐ DE ☐ RPE ☐

Credit distribution:

20-0606-299

Submitted by: Gary E. Zehner
Gary E. Zehner Urban Program Engr.

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 19, 1976

CITY Eugene **Contract No.** 8063 **Date Completed** 8-1-76

PROJECT #T-HHS-5010(6) **Section** Mill Street-Walnut Street

PAYMENTS TO CONTRACTOR

ITEM	Group #2 HHS	Group #1 TOPICS
Payments to Contractor	$144,637.17	$204,956.73
Liquidated Damages	(1,155.00)	(945.00)
Construction Engineering	12,445.52	10,165.50
Interest Paid to Contractor	---	140.66
Total Project Cost	$155,927.69	$214,317.89

Group #2 HHS

Total Cost	$155,927.69
Federal Funds Collected	140,195.72
State share	15,731.97
City share	0.00

Group #1 TOPICS

Total Cost	$214,317.89
Federal Funds Collected	167,375.51
Balance	$ 46,942.38

City's share per agreement dated 8-6-71:
50% of $46,942.38 = $23,471.19

City's advance deposit 18,000.00

AMOUNT DUE FROM CITY $ 5,471.19

Reference: Billing Form cc 1591

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)
Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Building
Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. T-MHS-5010(6) EUGENE

VOUCHER PERIOD: FROM 6-1-74 TO 2-3-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
Group 1 Topics $214,317.89	$214,062.55	78.19%	$167,375.51	$167,375.51	$ 0.00	
Gr. 2 M.H.S. $155,927.69	$155,773.02	90%	$140,195.72	$140,195.72	$ 0.00	
$370,245.58	$369,835.57		$307,571.23	$307,571.23	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mill Street-Walnut Street(Eugene) Section Lane County					
	Construction Type Code Y031 Traffic Signals(Contract #8063)					
	Final Contract Payment Summary		Lump Sum		$349,593.90	
	Total Construction Cost				$349,593.90	
	Construction Engineering					
	State		All Required		22,341.67	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		(2,100.00)	
	Total Participating Cost				$369,835.57	
	Nonparticipating Items					
	Interest Paid to Contractor		All Required		$ 140.66	
	Construction Engineering		All Required		269.35	
	Total Nonparticipating Cost				$ 410.01	
	Total Cost				$370,245.58	
	Prepared based on costs shown on Federal Billing as of 4-15-76					
	AMOUNT CARRIED FORWARD...					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-286/5023 3-1

Oregon State Highway Division
Salem, Oregon April 13, 1976

Federal Aid Project
No. T-HHS-5010(6)
Safety

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Revised Project Agreement Estimated.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 4,069.00
Temporary Signs	430 sq. ft.	4.50	1,935.00
Flagmen	330 hours	12.40	4,092.00
Traffic Signal Installations, Complete	All Required		337,974.00
			$348,070.00

Additional Items

Controller Testing	All Required	$ 3,500.00
		$ 3,500.00
	Subtotal	$351,570.00
	Engineering	35,157.00
	TOTAL	$386,727.00

Length of Roadway - - - - - - - - - - - 0.00 miles

Federal Funds - - - - - - - - - - - - - -	$322,764.51
State Funds - - - - - - - - - - - - - - -	31,981.24
City Funds- - - - - - - - - - - - - - - -	31,981.25
TOTAL	$386,727.00

DISTRIBUTION OF FEDERAL FUNDS

	Total Cost	Pro Rata	Federal Funds
TOPICS Funds (G-1)	$214,062.55	78.19%	$167,375.51
HHS Funds (G-2)	172,664.45	90.0 %	155,389.00
	$386,727.00		$322,764.51

Group 1 - 55% Group 2 - 45%

Contract No. 8063

Prefix: 20-0606

```
                          020    0604       918       00 P 1
                                            TOT          P1                                    18,1
                                          ** JOB TOTALS **                          **         18,1

T-WALNUT ST SECTION     CONT NO 8063 * FA PROJ NOS T    510006  45 HHS 510006  55
                          020    0606       201       00 P 1                                  129,2
                          020    0606       201       00 P 2                                   98,1
                          020    0606       203       00 P 1                                      9
                          020    0606       203       00 P 2                                    1,1
                          020    0606       204       00 N 9                                    3,1
                          020    0606       206       00 N 1
                          020    0606       296       00 N 9                                  197,
                          020    0606       298       00 N 9                                  197,
                          020    0606       900       00 P 1                                    2,9
                          020    0606       900       00 P 2                                    3,5
                          020    0606       900       00 N 1                                      1
                          020    0606       900       00 N 2                                      1
                          020    0606       900       01 P 1                                    1,9
                          020    0606       900       01 P 2                                    1,9
                          020    0606       905       00 P 1                                      7
                          020    0606       905       00 P 2                                      7
                          020    0606       905       00 N 1
                          020    0606       911       00 P 1                                    1,3
                          020    0606       911       00 P 2                                    1,3
                          020    0606       911       00 N 1
                          020    0606       920       00 P 1
                          020    0606       920       00 P 2
                          020    0606       921       00 P 1                                      7
                          020    0606       921       00 P 2                                      7
                          020    0606       921       00 N 1
                          020    0606       923       00 P 1                                      3
                          020    0606       923       00 P 2                                      3






DATE JOB COST SUMMARY
                                                                                          MAY 1

                                                                                            FISC
ON OF JOB OR DEPARTMENT          PREFIX          FUNCTION    GR   CURRENT MONTH          YEAR TO

                                                    TOT          P1                         126,0
                                                    TOT          P2                         105,9
                                                    TOT          N1                             2
                                                    TOT          N2                             1
                                                    TOT          N9                           3,1
                                                  ** JOB TOTALS **                **        235,4

(5) GARFIELD ST-HIGH ST CONT NO 7852 * FA PROJ NOS T   510005 100
                          020    0607       201       00 P 1
                          020    0607       201       00 N 1
                          020    0607       206       00 N 1
                          020    0607       276       02 P 1
                          020    0607       282       01 P 1                                   50,0
                          020    0607       296       00 N 9
```

```
020   0604     918      00 P 1                                              261.52      73
               TOT         P1                              18,188.52      18,713.63
               ** JOB TOTALS **                 **         18,188.52  **  18,713.[illegible]

NO 8063 * FA PROJ NOS T    510006  45 HHS 510006  55                                    STATE
020   0606     201      00 P 1                            129,234.95      [redacted]       75
020   0606     201      00 P 2                             98,337.13      144,637.17       76
020   0606     203      00 P 1                                945.00CR    [redacted]       75
020   0606     203      00 P 2                              1,155.00CR    1,155.00CR       76
020   0606     204      00 N 9                              3,101.09                       75
020   0606     206      00 N 1                                140.66      [redacted]       75
020   0606     296      00 N 9                            197,139.82CR    307,571.23CR     74
020   0606     298      00 N 9                            197,139.82      307,571.23       74
020   0606     900      00 P 1                              2,947.23      [redacted]       73
020   0606     900      00 P 2                              3,571.38        7,027.89       74
020   0606     900      00 N 1                                118.06      [redacted]       74
020   0606     900      00 N 2                                144.31          154.67       74
020   0606     900      01 P 1                              1,958.00CR    [redacted]       75
020   0606     900      01 P 2                              1,958.00        1,958.00       76
020   0606     905      00 P 1                                756.61CR    [redacted]       73
020   0606     905      00 P 2                                756.61          756.61       76
020   0606     905      00 N 1                                            [redacted]       74
020   0606     911      00 P 1                              1,381.70CR    [redacted]       73
020   0606     911      00 P 2                              1,381.70        1,382.66       75
020   0606     911      00 N 1                                            [redacted]       73
020   0606     920      00 P 1                                  8.62CR    [redacted]       74
020   0606     920      00 P 2                                  8.62            8.62       76
020   0606     921      00 P 1                                704.51CR    [redacted]       73
020   0606     921      00 P 2                                704.51          789.31       74
020   0606     921      00 N 1                                            [redacted]       74
020   0606     923      00 P 1                                367.76CR    [redacted]       73
020   0606     923      00 P 2                                367.76          367.76       76





                                                     MAY 1976           PAGE   22

                                                          FISCAL         GRAND TOTAL      ACT
   PREFIX         FUNCTION    GR  CURRENT MONTH       YEAR TO DATE        TO DATE         BEG

               TOT         P1                            126,059.98       [redacted]
               TOT         P2                            105,930.71       155,773.02
               TOT         N1                                258.72       [redacted]
               TOT         N2                                144.31           154.67
               TOT         N9                              3,101.09
               ** JOB TOTALS **                 **       235,494.81  **   370,245.58  **

NO 7852 * FA PROJ NOS T    510005 100                                                   STATE
020   0607     201      00 P 1                                            128,190.25       73
020   0607     201      00 N 1                                                640.99       73
020   0607     206      00 N 1                                                 18.84       74
020   0607     276      02 P 1                                              1,021.33       75
020   0607     282      01 P 1                             50,055.05       50,055.05       75
020   0607     296      00 N 9
```

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
HHS-168(28)	SFO P.E.	26-1019 26-1910	S.E McLaughlin @ Holgate (Portland)	5,212.02	6-18-76
SRS-0005(17)	—	Various	Canby Signing	4,105.49	"
T-5010(6) HHS-5010(6)	8063	20-0606	Mill St.-Walnut St. (Eugene)	307,571.23	"
HHS-318(13)	SFO P.E.	26-1022 26-1907	Sunset Hwy @ Tualatin Valley Hwy.	5,211.82	"
S-NHI-ET-75(1)	—	Various	Education & Training	10,059.96	"
F-NHI-ET-75(2)	—	Various	Education & Training	29,563.42	"
U-168(26)	7743	26-1083	Ross Island Br.-S.E. Reedway St.	71,204.25	"
I-5-0(1)137	7964	610-1041	McKenzie River - Sutherlin	1,547,420.77	"
I-205-7(25)	7832	626-1089	S.E. 92nd Ave O'Xing & Phillip's Cr. (82nd Ave.)	1,573,752.87	"
I-80N-6(52)	7680	630-1019	Meacham-Hilgard Interch.	4,075,411.31	"
I-80N-6(32)	Util.	631-1063	La Grande	220,301.39	"
I-80N-6(48)	7563	630-1016	E. Unit Pendleton-Emigrant Hill	6,773,785.01	"
I-5-6(78)	7905	626-1003	Terwilliger Blvd. Interch.	31,510.16	"
U-73(19)	7791	36-1064	Hess Cr.-Chehalem Cr. (Newberg)	462,447.03	"

2063.

STATE COPY 75

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-134 + 4-135		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-19-76	County Lane
MODIFICATION NUMBER 1		Project Number T-HHS-5010(6)Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **September 13**, 19 **74**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 386,727	$ 386,727.00
	127,827 TOPICS	167,375.51 TOPICS
Federal funds	$ 200,844 HHS	$ 155,389.00 HHS
Other revisions		

This modification is made for the following reasons:

To increase TOPICS funds to utilize total TOPICS funds allocated to City of Eugene urban area.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of April, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for G. L. Green

By ____________________

____
(Title)

By ____________________

____
(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 893-313

Gen file

Oregon State Highway Division
Salem, Oregon April 13, 1976

Federal Aid Project
No. T-HHS-5010(6)
Safety

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Revised Project Agreement Estimated.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 4,069.00
Temporary Signs	430 sq. ft.	4.50	1,935.00
Flagmen	330 hours	12.40	4,092.00
Traffic Signal Installations, Complete	All Required		337,974.00
			$348,070.00

Additional Items

Controller Testing	All Required	$ 3,500.00
		$ 3,500.00
	Subtotal	$351,570.00
	Engineering	35,157.00
	TOTAL	$386,727.00

Length of Roadway - - - - - - - - - - -	0.00 miles
Federal Funds - - - - - - - - - - - - - -	$322,764.51
State Funds - - - - - - - - - - - - - - -	31,981.24
City Funds- - - - - - - - - - - - - - - - -	31,981.25
TOTAL	$386,727.00

DISTRIBUTION OF FEDERAL FUNDS

	Total Cost	Pro Rata	Federal Funds
TOPICS Funds (G-1)	$214,062.55	78.19%	$167,375.51
HHS Funds (G-2)	172,664.45	90.0 %	155,389.00
	$386,727.00		$322,764.51

Group 1 - 55% Group 2 - 45%

Contract No. 8063

Prefix: 20-0606

8063

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-39 9-40	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-13-74	Oregon
		COUNTY Lane
PROJECT REPORT NO. 6		PROJECT NO. T-HES-5010(6) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 Mill St. To Walnut St. (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-1-74	0.0
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 386,727	$ 127,827 (Topic) 200,844 (HES)

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 13, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 8-6-71.

Oregon State Highway Division

Federal-aid Project
No. T-HHS-5010(6) Safety

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 4,069.00
Temporary Signs	430 sq.ft.	4.50	1,935.00
Flagmen	330 hours	12.40	4,092.00
Traffic Signal Installations, Complete	All Required		337,974.00
			$348,070.00

Additional Items

Controller Testing	All Required		$ 3,500.00
			$ 3,500.00
	Subtotal		$351,570.00
	Engineering		35,157.00
	Total		$386,727.00

Length of Roadway - - - 0.00 miles

Federal Funds	$328,671.00
State Funds	29,028.00
City Funds	29,028.00
Total	$386,727.00

DISTRIBUTION OF FEDERAL FUNDS

	Total Cost	Pro-Rata	Federal Funds
Topic Funds (G-1)	$163,567.00	78.15%	$127,827.00
HHS Funds (G-2)	223,160.00	90.0 %	200,844.00
	$386,727.00		$328,671.00

Group 1 - 45% Group 2 - 55%

Contract No. 8063

Prefix: 20-0606

T

OREGON STATE HIGHWAY DIVISION

FORM A-196 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 118838

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/9/76	cc 1545		20-0609-299

CODE: EUGENEC

- City of Eugene
- Attn: Mr. Alva Williams, Jr.
- 777 Pearl Street
- Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-5010(8) Franklin Blvd. at 11th avenue City of Eugene			
Covered by Agreement dated 8/6/71 Contract No. 7949			
CLR-DT FILE 501008 Advance Deposit $	9,100.00		
City's share per attached sheet		$9,783.04	
Advance deposit		9,100.00	
BALANCE DUE FROM CITY			$ 683.04
(Attached itemized statement to invoice)			

RECEIVED
COUNTY & CITY SECTION
FEB 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

T

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*87009-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Eugene
777 Pearl Street
Eugene, OR 97401

Attention of Mr. Alva Williams, Jr.
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc 1545

Date January 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5010(8)
Franklin Blvd. at 11th Avenue
City of Eugene

Covered by Agreement dated 8/6/71
Contract No. 7949

Itemized Statement: CLR-DT FILE 501008

Advance Deposit $9,100

Quantity	Unit	Description	Unit Price	Amount
		City's share per attached sheet	$9,783.04	
		Advance deposit	9,100.00	
		BALANCE DUE FROM CITY		$ 683.04
		(Attach itemized statement ~~of~~ to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 9,100

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
20-0609-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JAN
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

★

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 21, 1976

CITY Eugene **Contract No.** 7949 **Date Completed** 7/1/74

PROJECT # T-5010(8) **Section** Franklin Blvd. at 11th Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$50,150.22
SFO#1 Striping by County Forces	212.83
Construction Engineering	2,656.42
Interest Paid to Contractor	98.91
Total Project Cost	$53,118.38
Federal Aid Funds collected	33,552.29
Balance	$19,566.09
City's share per agreement dated 8/6/71:	
50% of $19,566.09	$9,783.04
City's advance deposit - 10/8/73	9,100.00
BALANCE DUE FROM CITY	$ 683.04

Reference: Billing Form cc 1545

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

NO. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: T-3010(8)

VOUCHER PERIOD: FROM 9-8-73 TO 9-12-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$53,110.38	$52,713.73	63.65%	$33,552.29	$33,552.29	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Franklin Blvd. at 11th Ave. (Eugene) Section					
	Lane County					
	Construction					
	[illegible]					
	[illegible] (Contract # 7949)					
	Final Contract Payment Summary	Lump Sum			$60,150.22	
	Total Construction Cost				60,150.22	
	Construction Engineering					
	State	All Required			2,563.51	
	Total Participating Cost				62,713.73	
	Nonparticipating Items					
	Interest paid to contractor	All Required			98.91	
SPO	#1 Striping by County Forces	All Required			212.83	
	Construction Engineering	All required			92.91	
	Total Nonparticipating Cost				404.65	
	Total Cost				$63,118.38	
	AMOUNT CARRIED FORWARD					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

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[illegible]                                                                                      STATE
                          020   0608    296     00 N 9                                       3,600.59CR   73
                          020   0608    298     00 N 9                                       3,600.59     73
                          020   0608    901     00 P 1                                          60.78     74
                          020   0608    910     00 P 1                                         305.00     73
                          020   0608    914     00 P 1                                          74.94     73
                          020   0608    920     00 P 1                                          14.49     75
                          020   0608    923     00 P 1                                       5,119.51     73
                          020   0608    924     00 P 1                                          33.04     74
                          020   0608    930     00 P 1                                          49.10     75
                                        TOT     P1                                           5,656.86
                                     ** JOB TOTALS **               **             **        5,656.86  **

N BLVD AT 11TH AVE(EUG CONT NO 7949 * FA PROJ NOS T   510008 100                                   STATE
                          020   0609    201     00 P 1                                      50,150.22     73
                          020   0609    206     00 N 1                                          98.91     75
                          020   0609    282     01 N 1                                         212.83     75
                          020   0609    296     00 N 9      4,650.64CR      5,526.29CR      33,552.29CR   73
                          020   0609    298     00 N 9      4,650.64        5,526.29        33,552.29     73
                          020   0609    900     00 P 1                                       2,558.87     73
                          020   0609    900     00 N 1                                          92.91     73
                          020   0609    921     00 P 1                                           4.64     74
                                        TOT     P1                                          52,713.73
                                        TOT     N1                                             404.65
                                     ** JOB TOTALS **               **             **       53,118.38  **

                          021   0602    296     00                           161.65CR          161.65CR   75
                          021   0602    296     00 P                         500.00CR          500.00CR   75
                          021   0602    299     00 P                         661.65            661.65     75
                                        TOT     00
                                     ** JOB TOTALS **               **             **                  **

                          021   0603    296     00                         1,281.76CR        1,281.76CR   75
                          021   0603    299     00                         1,281.76          1,281.76     75
                                        TOT     00
                                     ** JOB TOTALS **               **             **                  **

13TH ST (QUEEN AVE)ALB CONT NO       * FA PROJ NOS T   501001 100                                  STATE
                          022   0601    296     00 N 9                     2,179.88CR        9,805.88CR   72
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FINALED FA PROJECTS

FAP No.	Cntr. No.	Prefix	Description	FA Funds	Date
FG-176(20)	—	24-1087	Liberty & Commercial Sts. (Salem) RR Xings	$ 17,746.71	1-21-76
I-5-9(75)	7547	617-1074	6th St. @ Morgan Lane (Grants Pass)	22,462.06	"
I-5-5(54)	7692	624-1083	Market St. Interch.	21,353.72	"
I-ENGY-(1)	—	—	Modification of Speed Limit Signs (I)	10,819.63	"
RF-ENGY-(1)	—	—	" " " " " (RF)	4,925.10	"
RS-ENGY-(1)	—	—	" " " " " (RS)	1,004.91	"
T-5010(8) ✓	7949	20-0609	Franklin Blvd. @ 11th Ave (Eugene)	33,552.29	"
T-5012(1) ✓	7917	17-0601 17-0603	4th St.-5th St. (Grants Pass)	35,430.83	"
T-5018(2) ✓	7705	36-0603	2nd St.-3rd St. (McMinnville)	20,463.48	"
T-5019(4) ✓	7912	15-0606	City Wide Traf. Signals (Medford)	13,706.99	"
T-5026(1) ✓	—	10-0601	City of Roseburg (Urban Area)	3,219.08	"

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1956

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

2-3-76

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO. T-HHS-S010(6)

VOUCHER PERIOD: FROM 6-1-74 TO 2-3-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Group 1 Topics $214,313.89	$214,062.65	78.19%	$167,375.51	$167,375.51	$ 0.00	
Gr. 2 H.H.S. $155,923.60	$155,773.02	90%	$140,195.72	$140,195.72	$ 0.00	
$370,245.53	$369,835.67		$307,571.23	$307,671.23	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mill Street-Walnut Street(Eugene) Section					
	Lane County					
	Construction					
	Type Code #031					
	Traffic Signals(Contract #8063)					
	Final Contract Payment Summary		Lump Sum		$349,593.90	
	Total Construction Cost				$349,593.90	
	Construction Engineering					
	State		All Required		22,341.67	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		(2,100.00)	
	Total Participating Cost				$369,835.57	
	Nonparticipating Items					
	Interest Paid to Contractor		All Required		$ 140.66	
	Construction Engineering		All Required		269.35	
	Total Nonparticipating Cost				$ 410.01	
	Total Cost				$370,245.58	
	Prepared based on costs shown on Federal Billing as of 4-15-76					

AMOUNT CARRIED FORWARD. .

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-256/5023 3-1

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE Hamilton Electric, Inc. 232 W. 5th Eugene, OR 97401	VOUCHER DATE 10-27-75	TOTAL AMOUNT $ 14,551.57

2191S

CONTRACT NO. 8063	ESTIMATE NO. 10F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 8-1-75		
APPROVED:		This final claim has been authorized in the above amount.
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

comm serv

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ____________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-1030X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

ORM 61-730-1000

COUNTY LANE	CONTRACT NO. 8063	ESTIMATE NO. 10	PREFIX NO'S.
HIGHWAY PACIFIC WEST	FEDERAL AID PROJECT NO. THHS5010006 THHS5010006		
SECTION MILLI ST-WALNUT ST (EUGENE)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	4069.0000	45.000	1831.05	1831.05	
001	2P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	4069.0000	55.000	2237.95	2237.95	
002	1P TEMPORARY SIGNS	SQ FT	4.5000	114.860	516.87	516.87	
002	2P TEMPORARY SIGNS	SQ FT	4.5000	140.390	631.76	631.76	
003	1P FLAGMEN	HOURS	12.4000	105.300	1305.72	1305.72	
003	2P FLAGMEN	HOURS	12.4000	128.730	1595.88	1595.88	
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	337974.0000	45.000	152088.30	152088.30	
004	2P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	337974.0000	55.000	185885.70	185885.70	
	PRICE AGREEMENT ITEMS						
30101	1P SUBS 8719 FOR 8762 BELDENCABLE BI 4	LUMP SUM	1979.0000	45.000	890.55	890.55	
30101	2P SUBS 8719 FOR 8762 BELDENCABLE BI 4	LUMP SUM	1979.0000	55.000	1088.45	1088.45	
	ADJUSTMENT ITEMS						
6001	P LIQUIDATED DAMAGES	DAY	100.0000-	21.000	2100.00-	2100.00-	
	FORCE ACCOUNT ITEMS						
801	1P BICYCLE PUSH BUTTON CONTROLS				684.76	570.92	113.84
801	2P BICYCLE PUSH BUTTON CONTROLS				836.91	697.79	139.12

Type Code	Pe Constr Cost	Liq Damages	Total Cost
Y031	$349,593.90	$(2,100.00)	$347,493.90

GROSS RETAINAGE	0.00
TREASURER DEPOSIT	3,000.00
* NET RETAINAGE	0.00

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 10 27 75 Pw, 01 8063	TOTAL CONTRACT ITEMS	345972.23	345972.23	
PREVIOUS VOUCHER NO. 10594	*% RETAINED ON CONTRACT ITEMS	---	14,298.61	14,298.61
CHECKED BY: JP:pl	FORCE ACCOUNT	1521.67	1268.71	252.96
ENGINEER OR AUDITOR A. Williams	TOTAL PAYMENTS	347,493.90	332,942.33	14,551.57

8063

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 25, 1975

Oregon State Treasurer
103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Hamilton Electric Inc.
Contracts 8063 & 8231

Please cancel your safekeeping receipt 1440, issued to cover Alabama Power Bond B4795, $3,000 deposited in lieu of retainage on our contract 8063 with Hamilton Electric Inc. This contract has been finaled and the contractor requests transfer of the credit to contract 8231.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Hamilton Electric, Inc.
bc: C. Barrett R. Church
J. Bond C. Head
File Copy

Form 81-734-3122

8063

October 30, 1975

Great American Insurance Co.
Pacific NW Regional Office
2030 Sixth Avenue
Seattle, WA 98121

Gentlemen:

On October 24, 1975, we wrote to you concerning release of final payment on Contract No. 8063 awarded to Hamilton Electric, Inc., for work on the Hill Street-Walnut Street (Eugene) Section of the Pacific Highway West in Lane County.

Final payment on this contract is $14,551.37 and the total contract amount is $347,493.90 including $1,521.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

October 21, 1975

FILE:

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 22 '75
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Contract No. 8063, Work Completed August 1, 1975

Project Mill St.-Walnut St. (Eugene)

Highway Pacific West, County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date October 22, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 10-22-75

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: EUGENE

WEEK ENDING: AUGUST 2 1975

SECTION PREFIX: 20-0606

HIGHWAY: PACIFIC WEST

COUNTY: LANE

NAME OF JOB: MILL ST.-WALNUT ST. (EUGENE)

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC

CONTRACT NUMBER: 8063

FEDERAL AID PROJECT NUMBER: T-HHS-5010 (6)

DATE OF CONTRACT: SEPTEMBER 5, 1974

DATE WORK STARTED: NOVEMBER 12, 1974

ESTIMATED COMPLETION DATE: AUGUST 1, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN. 4 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 280

CALENDAR DAYS USED 301

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 399,031.95

EXCLUSIVE OF ENGINEERING: $ 367,190.65

ENGINEERING AUTHORIZATION $ 31,641.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 389,938.59

ENGINEERING COST TO DATE $ 6,694.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6 %

PERCENT OF AUTHORIZATION 21 %

DATE PROJECT WAS COMPLETED: AUG 1, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2-TRUCKS

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DA[illegible] CHA[illegible]		CAUSE OF DELAY
SUNDAY 27	FAIR	L		STOP DAY COUNT 7-25-75
MONDAY 28				
TUESDAY 29				
WEDNESDAY 30				
THURSDAY 31				
FRIDAY 1				
SATURDAY 2				

RECEIVED
AUG 15 1975
BRIDGE SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 7 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	27	NO ACTIVITY
MONDAY	28	TESTING SIGNALS & MAKING OPERATIONAL
TUESDAY	29	REMOVING OLD SIGNALS
WEDNESDAY	30	REMOVING OLD SIGNALS
THURSDAY	31	REMOVING OLD POLES
FRIDAY	1	PROJECT COMPLETE
SATURDAY	2	

REMARKS

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP F216

J

8063

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

December 3, 1974

FROM: R. J. Hacek RJH
Accounting Systems Off.

SUBJECT: Hamilton Electric Inc.
Contracts 7983 & 8063

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1257 (bond B4795 - $3,000.00) originally deposited in lieu of retainage on contract 7983 has been cancelled and a new Treasurer's Receipt #1440 (bond B4795 - $3,000.00) has been issued to transfer this deposit in lieu of retainage to contract 8063.

This transaction did not change the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
DEC 3 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1440

SAFEKEEPING RECEIPT

Received for Account of H. E. Hamilton Electric Inc.

Date Nov. 29, 1974

Address 232 West 5th Ave.
Eugene, Oregon 97401

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Alabama Power Company First Mortgage Bond 9% Due Nov. 1, 2000 Dated Feb. 21, 1973 Reg: in name of Hamilton Electric Inc.	B 4795	1	3,000				3,000.00
							3,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8063

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 2, 1974

H. E. Hamilton Electric Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Reference your letter dated November 15, 1974, and per instructions from the Oregon State Highway Division, we have cancelled Oregon State Treasury safekeeping receipt number 1257, dated June 7, 1974, covering Alabama Power Company, First Mortgage Bond (9-%) due November 1, 2000, in the amount of $3,000.00 for credit of State Highway contract number 7983.

We have issued Treasury safekeeping receipt number 1440, dated November 29, 1974, covering the above mentioned bond for credit of your State Highway contract number 8063.

A copy of the receipt is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division

RECEIVED
DEC 3 1974
Contract Accts.

RECEIVED
DEC 2 1974
F[illegible] BRANCH
OREGON S[illegible] DIVISION

COPY

HE
ELECTRICAL CONTRACTING

November 15, 1974

Treas Receipt to be issued reflecting the requested transfer of deposit.

Notify Hamilton Electric when completed.

State of Oregon
Treasury Dept.
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

11/26/74 No Work done on either contract as of this date.

Will you please transfer Alabama Power Bond #B4795 ($3,000.00), treasury receipt #1257 now held in lieu of retainage on Oregon State Highway Department Contract #7983 Astoria Signals--to Oregon State Highway Department Contract #8063, Mill Street-Walnut Street, Eugene.

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson (Mrs.)
Office Manager

BLH/ss

11-22-74

Please ADVISE on this

Merle Crowe

11/26/74 Contacted M. Crowe and gave go ahead signal CP

RECEIVED
NOV 26 1974
Contract Acctg.

NECA

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

#8063

bc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
C. T. Keasey
V. E. Skoog (Attn: C. Haverland)
A. Shirley, Jr.

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 23, 1974

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Re: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Pacific Highway West

NOTED
E. S. HUNTER

Dear Mr. Williams:

This will acknowledge receipt of the City of Eugene's check No. 65141 in the amount of $18,000 which is the correct amount required as an advance deposit for the subject project.

Enclosed for your information are copies of the plans and contract for this project which was awarded to Hamilton Electric, Inc., of Eugene on September 5, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

Encl.

RECEIVED
SEP 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8063

September 5, 1974

Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Mill Street-Walnut Street (Eugene) Section of Pacific Highway West in Lane County for the sum of $348,070. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the City of Eugene and the Federal Highway Administration is received and $18,027 is deposited by the City.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8063.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Vince Gallagher
Walt Hart
A. Shirley
Wm. Geibel (SAIF)
City of Eugene, Traffic Engineer
City Hall, Eugene, OR 97401

8063

J

bc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
V. E. Skoog
A. Shirley, Jr. - City will perform construction engineering; please assist as needed.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1974

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Re: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Pacific Highway West

NOTED
E. S. HUNTER

Dear Mr. Williams:

The Highway Division opened bids today on the subject project. Three bids were received and the apparent low bidder was Hamilton Electric, Inc., of Eugene.

The anticipated project cost based on their bid is as follows:

Contractor's Bid		$348,070
Anticipated additional item:		
Signal controller testing		3,500
		$351,570
Contingencies (4½%)		15,820
	TOTAL	$367,390
Total Federal High-Hazard Funds		
Available (90%)		$183,158
State share (10%)		20,351
	HIGH-HAZARD TOTAL	$203,509
Total Federal TOPICS Funds		
Available (78%)		$127,827
State share (11%)		18,027
City share (11%)		18,027
	TOPICS TOTAL	$163,881

CITY'S ADVANCE DEPOSIT - $18,000

(more)

RECEIVED
AUG 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The contract for this project will be awarded upon receipt of the City's advance deposit. Please make your check (in the amount of $18,000) payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County & City Engineer, 405 State Highway Building, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer

GEZ:ljt

MILL ST.-WALNUT ST. (EUGENE) SECTION

PACIFIC WEST HIGHWAY

LANE COUNTY

FAP No. T-HHS-6010(6)
1.3 Miles Traffic Signals

Bids Received August 29, 1974

1. Temporary Protection and Direction of Traffic	All Specified		$ 5,500.00	4,069
2. Temporary Signs	430 sq.ft.	9.00 4.50	3,870.00	~~[illegible]~~ 1935
3. Flagmen	330 hours	12.00/2.40	3,960.00	4,092
4. Traffic Signal Installation, Complete	All Specified		313,200.00	337,974
For Comparison of Bids			$ 326,530.00	348,070

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$326,530.00	348,070
Anticipated Additional Items: Signal Controller Testing	3,500.00	
	$330,030.00	351,570
Contingencies (4-1/2%)	14,851.35	15,820.65
Engineering (-%)(City of Eugene)	---	
Estimated Net Authorization, Constr.	$344,881.35	367,390.65
Estimated funds available (matched)		163,881.00
Total TOPICS funds (Federal share)		127,827.00
Amount to be shared equally		36,054.00
State & City each		18,027.00

Total Project cost	367,390.65
TOPICS Portion of project	163,881.00
Total Title 2 —	$203,509.65

Oregon State Highway Division

Federal-Aid Project
No. T-MHS-5010(6) Safety

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, August 27, 1974

Revised P.S. and E. estimate.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 5,500.00
Temporary Signs	430 sq.ft.	9.00	3,870.00
Flagmen	330 hours	12.00	3,960.00
Traffic Signal Installations, Complete	All Required		313,200.00
			$ 326,530.00

Additional Items

Controlor Testing	All Required		$ 3,500.00
			$ 3,500.00
	Subtotal		$ 330,030.00
	Engineering		33,003.00
	Total		$ 363,033.00

Length of Roadway - - - - - - - - - -0.00 miles

Federal Funds - - - - - - - - - - -	$ 307,346.00
State Funds - - - - - - - - - - - -	27,843.50
City Funds- - - - - - - - - - - - -	27,843.50
Total	$ 363,033.00

Distribution of Federal Funds

		Total Cost	Pro Rata	Federal Funds
Topic Funds	(G-1)	$163,567.00	78.15%	$127,827.00
HHS Funds	(G-2)	199,466.00	90.0%	179,519.00
		$363,033.00		$307,346.00

Group 1 - 45%
Group 2 - 55%

Contract No.

Prefix

Oregon State Highway Division

Federal-Aid Project
No. T-HHS-5010(6) Safety

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, August 27, 1974

Revised P.S. and E. estimate.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 5,500.00
Temporary Signs	430 sq.ft.	9.00	3,870.00
Flagmen	330 hours	12.00	3,960.00
Traffic Signal Installations, Complete	All Required		313,200.00
			$ 326,530.00

Additional Items

Controlor Testing	All Required		$ 3,500.00
			$ 3,500.00
	Subtotal		$ 330,030.00
	Engineering		33,003.00
	Total		$ 363,033.00

Length of Roadway - - - - - - - - - -0.00 miles

Federal Funds - - - - - - - - - - - -	$ 307,346.00
State Funds - - - - - - - - - - - - -	27,843.50
City Funds- - - - - - - - - - - - -	27,843.50
Total	$ 363,033.00

Distribution of Federal Funds

	Total Cost	Pro Rata	Federal Funds
Topic Funds (G-1)	$163,567.00	78.15%	$127,827.00
HHS Funds (G-2)	199,466.00	90.0%	179,519.00
	$563,033.00		$307,346.00

Group 1 - 45%
Group 2 - 55%

Contract No.

Prefix

U. S. DEPARTMENT OF TRANSPORTATI[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-20-74

FE[illegible]AL AID PROJECT NO.
T-HHS-5010(6)

STATE PROJECT NO.
Mill Street - Walnut Street (Eugene) Section

FROM:
S. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
T-74A & HHS-7

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

DATE PS&E APPROVED	May 1, 1974
DATE AUTHORIZATION EFFECTIVE	August 7, 1974
FEDERAL ROUTE NUMBER	Type II and Primary Route 3
STATE ROUTE NUMBER	City Street and Primary Route 1

GENERAL LOCATION:

Copies to
D. Glenn
V. Gallagher
8-28-74

GENERAL DESCRIPTION OF WORK:

Traffic Signals, 0.0 Miles, Total Estimated Cost $563,033.00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Controller Testing $3,500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with work listed above and as shown in your Estimate.

Mr. Rulien's August 2, 1974 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
AUG 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	8-20-74
SIGNATURE OF APPROVING OFFICIAL	S L Green
TITLE	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 8-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	7-31-74
BY (Signature)	L. W. RULIEN'S JULY 26, 1974 LETTER
TITLE	PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECT 209 HHS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 7 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
7	HHS-T-5010(6)	0.0	199,466	179,519	MILL STREET-WALNUT STREET (EUGENE SECTION) LANE COUNTY STATE OF OREGON.	TRAFFIC SIGNALS

7-31-74

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-31-74	G. L. Green G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8063

July 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-HHS-5010(6) to add necessary prefix letters "HHS" to jointly finance the initial project with both TOPICS and Section 209 (High-Hazard Locations) funds.

Also, enclosed are copies of accident analysis forms for each of the seven intersections involved in the project as justification to establish the proposed project eligible as correction of high-hazard locations.

Enc.

JG:bz

T & Safety 209

Budget Bureau No.

MONTHLY TRANSACTION NO. 8-5

DATE SUBMITTED TO W.O. JUL 31 1974

FORM PR-1 (REV. 4-61)

July 26, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	SR 99 Mill St. to Walnut St. (Eugene)		30,000	*30,000	92	10	Oreg

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST					EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Traffic Signals						B-3		HHS-T-	501

CARD			
4	CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations	COUNTY NAME: Lane	
	NAME OF URBAN AREA: Eugene 161	ROUTE NO.: T P	FEDERAL-AID: 3 · STATE: 1W

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUN
5					PE		SR 99 Mill St. to Walnut St. (Eugene)					
5					ROW							
5	30	N (11)		3	CONST (CODE) (Safety) Y031	3	"Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	3 (563,033) 199,466	(307,346) 179,519	9,973.50	9,973.50(c
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	199,466	179,519	9,973.50	9,973.50(c

PROGRAM APPROVAL DATES

JUL 31 1974

FHWA OREGON DIVISION

REMARKS: This project is TOPICS and (Section 209) High-Hazard Locations funds. Based on money va is firm, any additional cost over and above will be financed with (Secti funds.

*Assumed Roosevelt Route constructed (Based on Eugene-Springfield Area T

RECEIVED
COUNTY & CITY SECTION
AUG - 1 1974
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☑ DPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

8-5

JUL 31 1974

FORM PR-1
(REV. 4-61)

July 26, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99 Mill St. to Walnut St. (Eugene)		30,000	*30,000	92	10	Oregon	41	142	7

PROPOSED WORK	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals		B-3		HHS-T-	5010	(6)		

FUNDS: (Section 209) High-Hazard Locations

AREA: Eugene 161

COUNTY NAME: Lane CODE 039

ROUTE NO.: T P FEDERAL-AID 3 STATE 1W U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99 Mill St. to Walnut St. (Eugene)						Modify, reconstruct and upgrade traffic signals at 7 intersections.
ROW								
CONST (Safety) Y031	3	"Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	3 (563,033) 199,466	(307,346) 179,519	9,973.50	9,973.50(city)	ROW - 120' normal; Access Control - partial Parking Restrictions-complete.
PROJECT TOTALS			0.0	199,466	179,519	9,973.50	9,973.50(city)	

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☑ OPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES: JUL 31 1974

OREGON DIVISION

REMARKS: This project is jointly financed using TOPICS and (Section 209) High-Hazard Locations funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with (Section 209) High-Hazard Location funds.

(-OVER-)

*Assumed Roosevelt Route constructed (Based on Eugene-Springfield Area Transportation Study)

MILL STREET-WALNUT STREET (EUGENE) SECTION

PROJECT NO. HHS-T-5010(6)

Remarks: continued

Existing Facilities:

Broadway St. (Pac. West Hwy.): 64' curbed paved section providing 4 traffic lanes and a 4-foot median.
Franklin Blvd. (Pac. West Hwy.): 84' curbed paved section providing 4 traffic lanes and a 30-foot median.

Project Data: Modify existing traffic control signals at Broadway St. and Mill St. Replace existing traffic control signals at six intersections on Broadway St. and Franklin Blvd. Replace existing single wire interconnect with a multiple wire system including a new master controller and sampling detectors.

Note: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that these various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that these intersections have experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP Type II Systems approved by FHWA August 25, 1969.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None invo
way is not required.

Route Data: FAP 3, Broadway St. & Frankli

State and District 5 Clearinghouse Approva
working agreements dated April 28, 1970 an
ively.

Public Hearings: None required under pro
PPM 20-8.

Location/Design Approval: Granted by FHW
September 26, 1972.

PPM 30-4.1 Requirements (Control of Utili
executed August 4, 1971.

PPM 21-18 Requirements (Maintenance of Tr
Agreement with City executed August 4, 19

PPM 90-1 Requirements: "Negative Declara
on September 26, 1972.

Data for PR-37: 100% of project is on FA

Note: This project is in Congressional D

STREET-WALNUT STREET (EUGENE) SECTION

PROJECT NO. HHS-T-5010(6)

continued

Facilities:

oadway St. (Pac. West Hwy.): 64' curbed paved section providing 4 traffic lanes and a 4-foot median.
anklin Blvd. (Pac. West Hwy.): 84' curbed paved section providing 4 traffic lanes and a 30-foot median.

Data: Modify existing traffic control signals at
y St. and Mill St. Replace existing traffic control
at six intersections on Broadway St. and Franklin
Replace existing single wire interconnect with a
e wire system including a new master controller and
g detectors.

The proposed project is classified as "Safety Improve-
rk" because it is the opinion of the City and State
ivision that these various intersections have a
al and actual accident hazard of such magnitude to
under provisions of PPM 21-16, based on the fact that
ntersections have experienced a high number of acci-
The proposed signal work, by controlling the flow of
, will reduce substantially the number of accidents
ng at these intersections.

nal Right-of-Way: None required.

Action: FAP Type II Systems approved by FHWA August 25,

s, Airports, Water Developments, Historical & Recreation
None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3, Broadway St. & Franklin Blvd. (Pacific West Hwy.)

State and District 5 Clearinghouse Approval: Exempt from review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under Memorandum dated September 26, 1972.

PPM 30-4.1 Requirements (Control of Utilities): Agreement with City executed August 4, 1971.

PPM 21-18 Requirements (Maintenance of Traffic Operations Improvements): Agreement with City executed August 4, 1971.

PPM 90-1 Requirements: "Negative Declaration" was concurred in by FHWA on September 26, 1972.

Data for PR-37: 100% of project is on FA Primary System.

Note: This project is in Congressional District No. 4.

T & Safety 209

Budget Bureau No. 41-R2060; A
U.S. D

FORM PR-9 (REV. 4-61)

RECEIVED
COUNTY & CITY SECTION
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO. 8-8

DATE SUBMITTED TO W.O. JUL 31 1974

CARD 2	REPORT NUMBER (19) 4 (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99 Mill St. to Walnut St. (Eugene) 65	ADT	30,000	FUTURE (66) 30,000 (70)	YEAR (71) 92 (72)	REGION (74) 10 (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 Traffic Signals 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 T-HHS- 23	NUMBER-AGR. NO. 7 5010 (6)

CARD 4	CLASS OF FEDERAL FUNDS 1 TOPICS & (Section 209) High-Hazard Locations			COUNTY NAME Lane		
	NAME OF URBAN AREA 17-31 Eugene	F.A. SYSTEM Primary & Primary Type II		RTE NO. T P	FEDERAL AID 3	STATE (32) 1W

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(11-15)	16	41	42	43-46	50					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST (Safety)		ITEM AS NOW PRO-GRAMED	74-A	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	271,513	212,187	29,663 (city) 29,663	Modify traf. s section
										PROJECT TOTAL	0.0	271,513	212,187	59,326	
5					PE ROW CONST (Safety) Y031		RE-QUESTED REVISION	74-A	T-HHS-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	3 (~~5~~63,033) (18) 163,567 (23)	(307,346) (24) 127,827	17,870 (city) (33) 17,870	Modify traf. s sectio
										PROJECT TOTAL	0.0	163,567	127,827	35,740	

CARD A form PR-1 or PR-9 has been submitted Yes PROJECT WITHDRAWN

Budget Bureau No. 41-R2068: Approval Expires February 28, 1966

RECEIVED
COUNTY & CITY SECTION
AUG - 1 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

ON NO. 8-8	FORM PR-9 (REV. 4-61)	**REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)**
W.O. JUL 31 1974		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 99 Mill St. to Walnut St. (Eugene)		30,000	30,000	92	10	Oregon	41	077 142	74-A

PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POSTMI. MI.	DESIG.
Signals								T-HHS-	5010 (6)		

RAL FUNDS	COUNTY NAME	CODE
TOPICS & (Section 209) High-Hazard Locations	Lane	039

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Eugene	Primary & Primary Type II	T P	3	1W	– –

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST (Safety)		ITEM AS NOW PRO-GRAMED	74-A	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	271,513	212,187	29,663 (city) 29,663	Modify, reconst. & upgrade traf. signals at 7 inter-sections.
					PROJECT TOTAL	0.0	271,513	212,187	59,326	
PE ROW CONST (Safety) Y031		RE-QUESTED REVISION	74-A	T-HHS-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	(863,033) 163,567	(307,346) 127,827	17,870 (city) 17,870	Modify, reconst. & upgrade traf. signals at 7 inter-sections.
PR-9 has been submitted Yes		PROJECT WITHDRAWN			PROJECT TOTAL	0.0	163,567	127,827	35,740	

Budget Bureau No. 41-R2868

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21.1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME
2			ADT				

FOR MISCELLANEOUS FUNDS ONLY

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER-AG
3										

COUNTY NAME

CARD	CLASS OF FEDERAL FUNDS [1]		RTE NO.	FEDERAL AID	STATE
4	NAME OF URBAN AREA	F.A. SYSTEM			

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK EL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS
5					PE ROW CONST (Safety)		Re-quested Revision	7	HHS-T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	3 (563,033) 199,466	(307,346) 179,519	9,973.50(city) 9,973.50
										PROJECT TOTAL	0.0	199,466	179,519	19,947
5					PE ROW CONST		RE-QUESTED REVISION							
										PROJECT TOTAL				

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	CODE 11
1	COLUMN 14 →		

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(-OVER-)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	
September 26, 1972	DATE July 26, 1974	DATE	DATE
OTHER: July 12, 1972 May 10, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

FORM PR-9
(REV. 6-61)

Budget Bureau No. 41-R2060; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

JECT LOCATION (45 typewriter spaces) 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (16)

WORK (35 spaces) 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY: POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14 18

F.A. SYSTEM

RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
1a	Re-quested Revision	7	HHS-T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	(0.0) 0.0	(~~5~~363,033) 199,466	(307,346) 179,519	9,973.50(city) 9,973.50	Modify, reconst. & upgrade traf. signals at 7 intersections.
				PROJECT TOTAL	0.0	199,466	179,519	19,947	
	RE-QUESTED REVISION			PROJECT TOTAL	(18)	(23)	(24) (30)		

RECEIVED
COUNTY & CITY SECTION
AUG - 1 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Withdrawn Yes ☐ CODE 11	PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

…ose projects. Prepare a form PR-1 for all …such action.

(-OVER-)

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 26, 1974	DATE	DATE JUL 31 1974
SIGNATURE	SIGNATURE	SIGNATURE Original Signed By VERNON V. CUSACK
Project Management Engineer	TITLE	TITLE Engineering Coordinator

…one of project to another, or covers joint financing, show both classes of funds involved.

…OBSOLETE AFTER 1-1-61

USCOMM-DC 40093-P61

MILL ST.-WALNUT ST. (EUGENE) SECTION

PROJECT NO. T-HHS-5010(6)

Reason for change:

A. To jointly finance the project using TOPICS and (Section 209) High-Hazard Locations funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with (Section 209) High-Hazard Location funds.

B. To include in the "Project Number" the proper prefix letters.

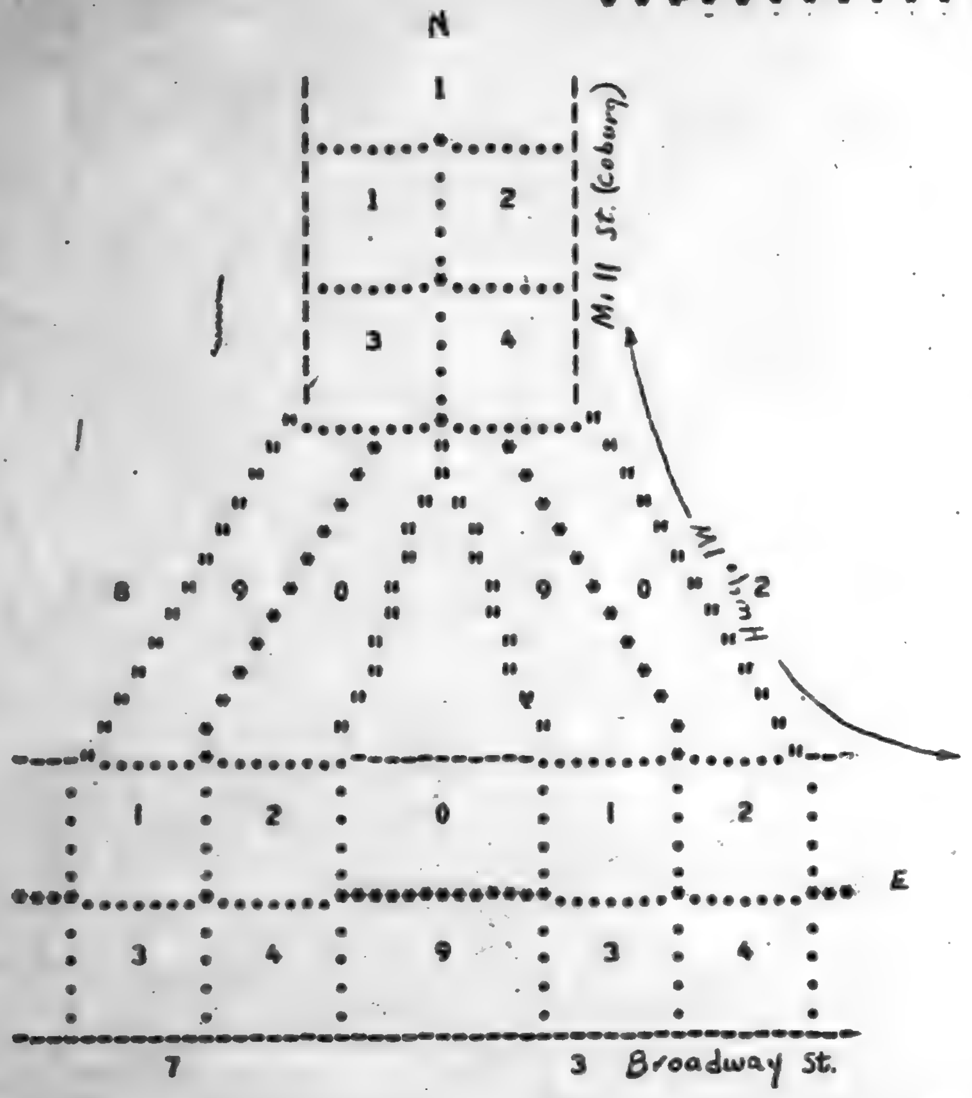
C. To increase "Project Cost" to reflect the latest cost estimate and data.

D. This action has been requested by the city of Eugene and approved by the Oregon State Highway Division.

Total intersectional accidents	1-1-71 to 3-31-74	194
Total intersectional injuries	1-1-71 to 3-31-74	119
Total preventable 1/ accidents	1-1-71 to 3-31-74	30
Total preventable 1/ injuries	1-1-71 to 3-31-74	19

1/ Preventable from direct changes in traffic control. Does not include those accidents that might be prevented by modern signal equipment.

INTERSECTIONAL COLLISION HISTORY


N
1
1
2
3
4
Mill St. (Coburg)
8
9
0
9
0
2
Hwy. 1W
1
2
0
1
2
W
E
3
4
9
3
4
7
3 Broadway St.

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: BROADWAY
MILL ST

HIGHWAY NUMBER: 0 1 BROADWAY
MILEPOINT: .18

PERIOD COVERED: 01/0[illegible] TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

ACCIDENT DESCRIPTION | VEHICLE DESCRIPTION

ZONE	COLLISION TYPE	DATE	TIME	WEATHER	VEHICLE NO.	TYPE	MOVEMENT	FROM	TO	DRIVER ACTION	DRIVER ERROR
1	TURNING MOVEMENT	02-21-2	11PM	RAIN	1	PASS VEH	TURNING LEFT	N	E	NONE	DISREG TRF SIGNL
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
	SEVERITY	2I									
	TURNING MOVEMENT	11-21-2	06AM	RAIN	1	PASS VEH	TURNING LEFT	N	E	SKIDDED	DISREG TRF SIGNL
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
	SEVERITY	PDO									
	Turning ~~ANGLE~~	12-01-3	02PM	CLEAR	1	PASS VEH	Turning Left ~~STRAIGHT AHEAD~~	N	~~S~~ E	SKIDDED	NONE
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	DISREG TRF SIGNL
	SEVERITY	1I									
2	TURNING MOVEMENT	12-14-2	09AM	SNOW	1	PASS VEH	STRAIGHT AHEAD	E	W	SKIDDED	DISREG TRF SIG
					2	PASS VEH	TURNING LEFT	N	E	NONE	NONE #2 struck veh
					3	PASS VEH	TURNING LEFT	N	E	NONE	NONE
	SEVERITY	PDO									
	TURNING MOVEMENT	01-02-3	06PM	CLEAR	1	PASS VEH	TURNING LEFT	NW	E	NONE	CUT CORNER
					2	PASS VEH	TURNING LEFT	NW	E	NONE	NONE
	SEVERITY	PDO									
4N	REAR-END	04-30-2	06PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	N	S	NONE	UNSAFE VEHICLE
R. End channelize Inter.					2	PASS VEH	STOPPED IN TRAFFIC	N	S	STOPPED /TRAFFIC	NONE
	SEVERITY	2I									
5E	REAR-END	07-23-3	11AM	CLEAR	1	PASS VEH	TURNING LEFT	N	E	SKIDDED	IMP LANE CHANGE
					2	PASS VEH	STOPPED IN TRAFFIC	I	E	STOPPED /TRAFFIC	NONE
	SEVERITY	PDO									
6N	Turning Movement ~~SIDESWIPE-OVERTAKING~~	01-03-1	08PM	RAIN	1	PASS VEH	TURNING RIGHT	E	N	SKIDDED	STRADDLE LANE
					2	PASS VEH	TURNING RIGHT	E	N	NONE	NONE
	SEVERITY	PDO									
	REAR-END	04-15-1	05PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	N	S	NONE	HIT STP/PARK VEH
					2	PASS VEH	STOPPED IN TRAFFIC	N	S	STOPPED /TRAFFIC	NONE
	SEVERITY	PDO									
	REAR-END	05-01-1	11AM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	N	S	NONE	HIT STP/PARK VEH
					2	PASS VEH	STOPPED IN TRAFFIC	N	S	STOPPED /TRAFFIC	NONE
					3	PASS VEH	STOPPED IN TRAFFIC	N	S	STOPPED /TRAFFIC	NONE
	SEVERITY	PDO									
	Turning ~~HEAD-ON~~	05-04-1	12PM	CLEAR	1	PASS VEH	TURNING RIGHT	E	N	NONE	WRONG WAY/ONEWAY
					2	PASS VEH	STRAIGHT AHEAD	N	S	NONE	NONE
	SEVERITY	PDO									
	SIDESWIPE-OVERTAKING	02-28-2	11AM	CLEAR	1	TRUCK	STRAIGHT AHEAD	NW	SE	ATTN DISTRACTED	STRADDLE LANE
					2	PASS VEH	STOPPED IN TRAFFIC	NW	SE	STOPPED /TRAFFIC	NONE
	SEVERITY	1I									

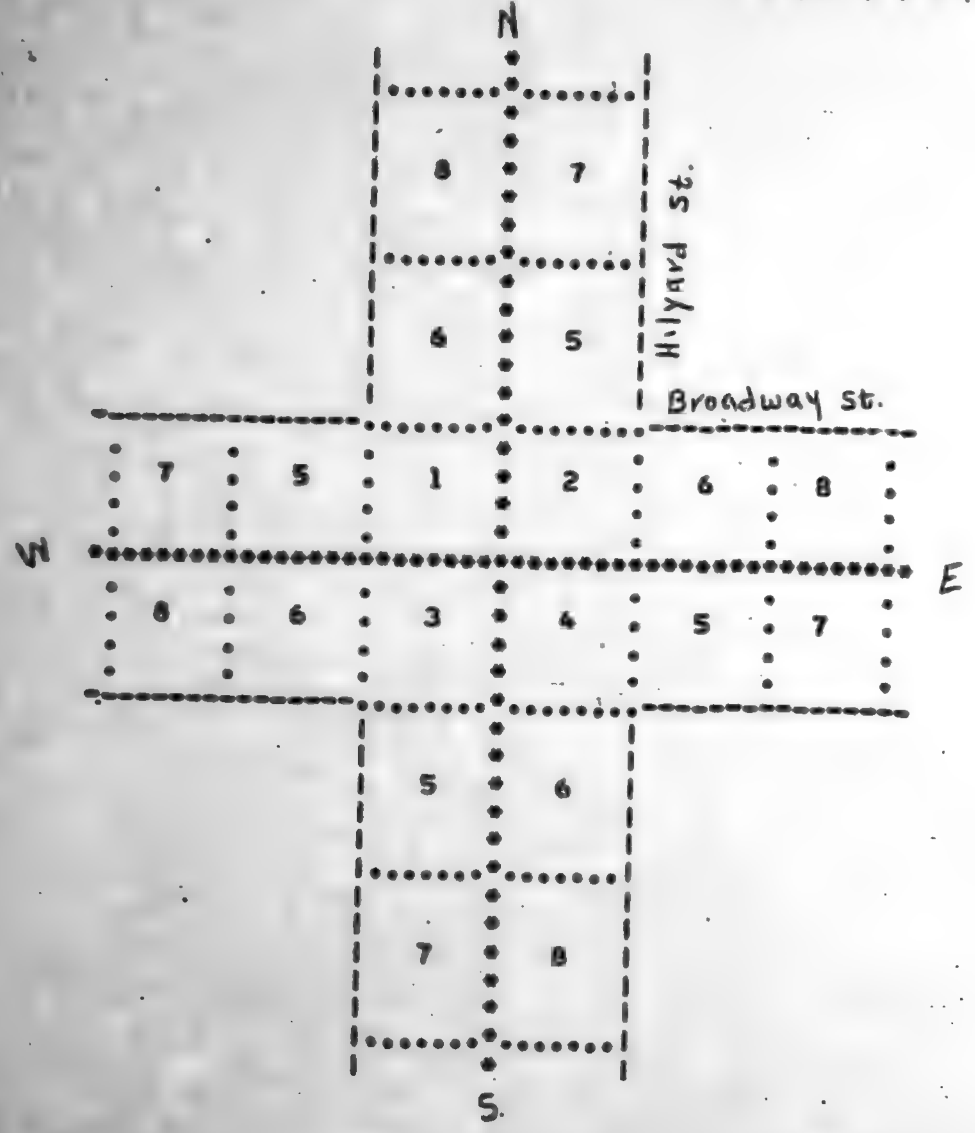
```
                                                                              VEHICLE DESCRIPTION            PAGE   2
           ACCIDENT DESCRIPTION
                                              |VEHICLE
ZONE  COLLISION TYPE           DATE     TIME WEATHER|NO.  TYPE         MOVEMENT           FROM TO  DRIVER ACTION       DRIVER ERROR
----------------------------------------------------------------------------------------------------------------------------------
----------------------------------------------------------------------------------------------------------------------------------

6E   REAR-END                  12-11-3 07PM RAIN   | 1   PASS VEH     STRAIGHT AHEAD      E  W  ATTN DISTRACTED  HIT STP/PARK VEH
                                                   | 2   PASS VEH     STOPPED IN TRAFFIC  E  W  STOPPED /TRAFFIC NONE
                SEVERITY         PDO
----------------------------------------------------------------------------------------------------------------------------------

6NW REAR-END                   08-02-3 08AM CLEAR  | 1   PASS VEH     STRAIGHT AHEAD      NW SE NONE             HIT STP/PARK VEH
                                                   | 2   PASS VEH     STOPPED IN TRAFFIC  NW SE STOPPED /TRAFFIC NONE
                SEVERITY         PDO
```

INTERSECTIONAL COLLISION HISTORY
SUMMARY

	01/01/71 TO 01/01/72				01/01/72 TO 01/01/73				01/01/73 TO 01/01/74			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	0		0	0	0		0	~~1~~ 0	0	~~1~~ 0
HEAD-ON	0	0	~~1~~ 0	~~1~~ 0	0	0	0		0	0	0	
REAR-END	0	0	2	2	0	1	0	1	0	0	3	3
SIDESWIPE-MEETING	0	0	0		0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	~~1~~ 0	~~1~~ 0	0	1	0	1	0	0	0	
TURNING MOVEMENT	0	0	~~0~~ 1+1	1+1	0	1	2	3	0	~~0~~ 1	1	~~1~~ 2
PARKING	0	0	0		0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	0		0	0	0	
PEDESTRIAN	0	0	0		0	0	0		0	0	0	
BACKING	0	0	0		0	0	0		0	0	0	
MISC.	0	0	0		0	0	0		0	0	0	
TOTAL	0	0	4	4	0	3	2	5	0	1	4	5

	01/01/74 TO 03/31/74				TOTAL			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	0		0	1	0	1
HEAD-ON	0	0	0		0	0	1	1
REAR-END	0	0	0		0	1	5	6
SIDESWIPE-MEETING	0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	0		0	1	1	2
TURNING MOVEMENT	0	0	0		0	1	3	4
PARKING	0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	0	
PEDESTRIAN	0	0	0		0	0	0	
BACKING	0	0	0		0	0	0	
MISC.	0	0	0		0	0	0	
TOTAL	0	0	0		0	4	10	14

INTERSECTIONAL COLLISION HISTORY


N
S
W
E
Hilyard St.
Broadway St.
8
7
6
5
7
5
1
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8
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8

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: BRAOADWAY St.
~~HILLYARD~~
Hilyard St.

HIGHWAY NUMBER: 0 091 BRAOADWAY
MILEPOINT: 124.38

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

ACCIDENT DESCRIPTION					VEHICLE DESCRIPTION						
ZONE	COLLISION TYPE	DATE	TIME	WEATHER	VEHICLE NO.	TYPE	MOVEMENT	FROM	TO	DRIVER ACTION	DRIVER ERROR
4	TURNING MOVEMENT	01-07-3	04PM	CLEAR	1	PASS VEH	TURNING LEFT	S	W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	W	E	NONE	DISREG TRF SIGNL
	SEVERITY	1I									
1	TURNING MOVEMENT	01-17-1	06PM	RAIN	1	PASS VEH	TURNING LEFT	S	W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	S	N	NONE	DISOBEY TRN SIGN
	SEVERITY	PDO									
	TURNING MOVEMENT	06-20-1	08PM	CLEAR	1	PASS VEH	TURNING LEFT	S	~~E~~ W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	S	N	NONE	DISOBEY TRN SIGN
	SEVERITY	PDO									
	TURNING MOVEMENT	08-22-1	12PM	CLEAR	1	PASS VEH	TURNING LEFT	S	W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	DISREG TRF SIGNL
	SEVERITY	PDO									
	TURNING MOVEMENT	09-02-1	08AM	RAIN	1	PASS VEH	TURNING LEFT	S	W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	DISREG TRF SIGNL
	SEVERITY	PDO									
	TURNING MOVEMENT	09-14-1	12PM	CLEAR	1	PASS VEH	TURNING LEFT	W	N	NONE	LFT TURN/TRAFFIC
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
	SEVERITY	PDO									
	TURNING MOVEMENT	11-19-1	02AM	CLEAR	1	PASS VEH	~~TURNING LEFT~~ U-Turn	W	W	NONE	ILLEGAL U-TURN
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
	SEVERITY	2I									
	TURNING MOVEMENT	09-03-2	10PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
					2	PASS VEH	MAKING U-TURN	W	W	SKIDDED	ILLEGAL U-TURN
	SEVERITY	PDO									
	TURNING MOVEMENT	09-15-2	08PM	CLEAR	1	PASS VEH	TURNING LEFT	S	W	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	DISREG TRF SIGNL
	SEVERITY	1I									
	TURNING MOVEMENT	09-24-3	01AM	RAIN	1	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
					2	PASS VEH	MAKING U-TURN	W	W	NONE	ILLEGAL U-TURN
	SEVERITY	1I									
2	TURNING MOVEMENT	10-22-1	09PM	RAIN	1	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
					2	PASS VEH	TURNING LEFT	W	N	NONE	LFT TURN/TRAFFIC
	SEVERITY	PDO									
	TURNING MOVEMENT	04-02-2	02AM	CLOUDY	1	PASS VEH	TURNING LEFT	W	N	NONE	LFT TURN/TRAFFIC
					2	PASS VEH	STRAIGHT AHEAD	E	W	NONE	NONE
	SEVERITY	PDO									

```
               ACCIDENT DESCRIPTION                                        VEHICLE DESCRIPTION
                                          |VEHICLE
ZONE COLLISION TYPE          DATE     TIME WEATHER|NO.  TYPE            MOVEMENT        FROM TO  DRIVER ACTION     DRIVER ERROR
==================================================================================================================================
2  TURNING MOVEMENT          04-01-3 05PM RAIN    | 1  PASS VEH       STRAIGHT AHEAD    E  W  NONE              NONE
                                                  | 2  PASS VEH       TURNING LEFT      W  N  NONE              LFT TURN/TRAFFIC
            SEVERITY          PDO
----------------------------------------------------------------------------------------------------------------------------------
                                                                                                             #1 struck #3
3  REAR-END                  02-12-1 02PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       STRAIGHT AHEAD    W  E  NONE              NONE
                                                  | 3  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          PDO
   TURNING MOVEMENT          05-13-1 02PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT      S  W  NONE              NONE    #2 struck #3
                                                  | 3  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          1I
   TURNING MOVEMENT          07-12-1 07PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    W  E  SKIDDED           DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          PDO
   TURNING MOVEMENT          06-12-2 08AM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    W  E  BLINDED BY SUN    DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          PDO
   ANGLE                     09-19-2 06PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       STRAIGHT AHEAD    S  N  NONE              NONE    #2 struck #3
                                                  | 3  PASS VEH       STRAIGHT AHEAD    S  N  NONE              NONE
            SEVERITY          PDO
   TURNING MOVEMENT          09-08-3 10AM CLEAR   | 1  PASS VEH       TURNING LEFT      S  W  NONE              NONE
                                                  | 2  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
            SEVERITY          PDO
   ANGLE                     11-17-3 06PM RAIN    | 1  PASS VEH       STRAIGHT AHEAD    S  N  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       STRAIGHT AHEAD    W  E  NONE              NONE
            SEVERITY          3I
   TURNING MOVEMENT          11-27-3 07PM RAIN    | 1  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          1I
   Turning
   ANGLE                     12-31-3 11AM CLOUDY  | 1  PASS VEH       STRAIGHT AHEAD    W  E  NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT      S  W  NONE              NONE
            SEVERITY          PDO
----------------------------------------------------------------------------------------------------------------------------------
4  ANGLE                     03-24-1 03PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD    S  N  NONE              NONE
                                                  | 2  PASS VEH       STRAIGHT AHEAD    W  E  NONE              NO RIGHT OF WAY
            SEVERITY          PDO
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              ACCIDENT DESCRIPTION                              VEHICLE DESCRIPTION
                                                |VEHICLE
ZONE  COLLISION TYPE       DATE   TIME WEATHER|NO. TYPE      MOVEMENT            FROM TO  DRIVER ACTION      DRIVER ERROR
==========================================================================================================================
==========================================================================================================================
      TURNING MOVEMENT     06-16-3 11PM CLOUDY | 1  PASS VEH  STRAIGHT AHEAD       S  N  NONE               NONE
                                               | 2  PASS VEH  TURNING LEFT         N  E  SKIDDED            LFT TURN/TRAFFIC
                  SEVERITY  2I
      TURNING MOVEMENT     07-14-3 09AM CLEAR  | 1  PASS VEH  TURNING RIGHT        S  E  NONE               NONE
                                               | 2  PASS VEH  STRAIGHT AHEAD       W  E  NONE               DISREG TRF SIGNL
                  SEVERITY   PDO
      ANGLE                07-20-3 11AM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       W  E  NONE               DISREG TRF SIGNL
                                               | 2  PASS VEH  STRAIGHT AHEAD       S  N  NONE               NONE
                  SEVERITY  1I
==========================================================================================================================
5N    TURNING MOVEMENT     10-10-1 02AM CLEAR  | 1  MOTORCYCLE STRAIGHT AHEAD       E  W  NONE               DISREG EMERG VE
                                               | 2  PASS VEH  TURNING RIGHT        E  N  NONE               NONE
                  SEVERITY  1I
==========================================================================================================================
5W    FIXED OBJECT         02-28-2 08PM RAIN   | 1  PASS VEH  TURNING LEFT         S  W  NONE               WIDE TURN    sign
                  SEVERITY   PDO
==========================================================================================================================
6N    TURNING MOVEMENT     11-29-3 03PM RAIN   | 1  PASS VEH  TURNING LEFT         W  N  NONE               WIDE TURN
                                               | 2  PASS VEH  STOPPED IN TRAFFIC   N  S  STOPPED /TRAFFIC   NONE
                  SEVERITY  1I
==========================================================================================================================
6E    REAR-END             08-02-1 08PM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       E  W  NONE               IMP START F/STOP
                                               | 2  MOTORCYCLE STOPPED IN TRAFFIC  E  W  STOPPED /TRAFFIC   NONE
                  SEVERITY   PDO
      REAR-END             09-23-3 01AM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       E  W  SLOWED DOWN        HIT STP/PARK VEH
                                               | 2  PASS VEH  STOPPED IN TRAFFIC   E  W  STOPPED /TRAFFIC   NONE
                  SEVERITY  1I
      REAR-END             03-18-4 11PM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       E  W  ATTN DISTRACTED    HIT STP/PARK VE.
                                               | 2  PASS VEH  STOPPED IN TRAFFIC   E  W  STOPPED /TRAFFIC   NONE
                                               | 3  PASS VEH  STOPPED IN TRAFFIC   E  W  STOPPED /TRAFFIC   NONE
                  SEVERITY   PDO
==========================================================================================================================
6W    REAR-END             01-22-2 11PM RAIN   | 1  PASS VEH  STRAIGHT AHEAD       W  E  NONE               NOT DECR SPEED
                                               | 2  PASS VEH  STRAIGHT AHEAD       W  E  SLOWED DOWN        NONE
                  SEVERITY   PDO
      REAR-END             03-28-3 10PM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       W  E  NONE               HIT STP/PARK VEH
                                               | 2  PASS VEH  STOPPED IN TRAFFIC   W  E  STOPPED /TRAFFIC   NONE
                  SEVERITY   PDO
      REAR-END             06-05-3 09AM CLEAR  | 1  PASS VEH  STRAIGHT AHEAD       W  E  NONE               UNSAFE VEHICLE
                                               | 2  PASS VEH  STOPPED IN TRAFFIC   W  E  STOPPED /TRAFFIC   NONE
                  SEVERITY  2I
```
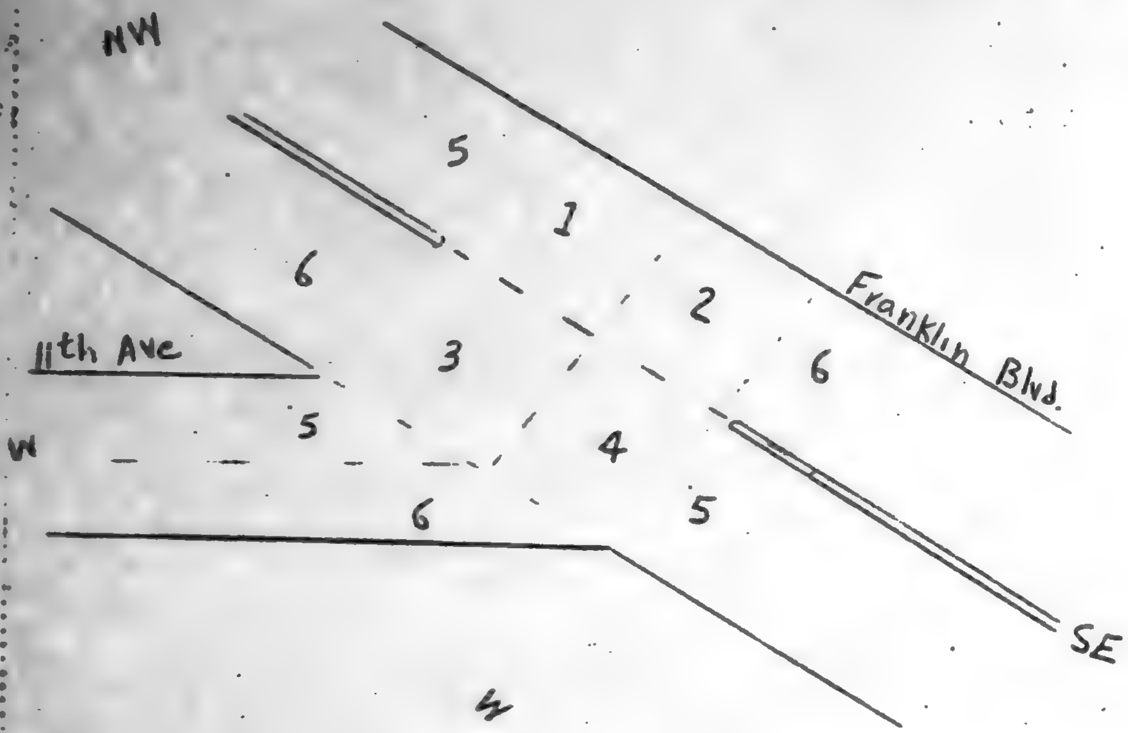

```
                ACCIDENT DESCRIPTION                                             VEHICLE DESCRIPTION                       PAGE   4
                                                    |VEHICLE
ZONE  COLLISION TYPE            DATE     TIME WEATHER|NO.  TYPE          MOVEMENT            FROM TO  DRIVER ACTION      DRIVER ERROR
=====================================================================================================================================
-------------------------------------------------------------------------------------------------------------------------------------

6W   REAR-END                   11-02-3 NOON CLEAR  | 1  PASS VEH        STRAIGHT AHEAD       W  E   NONE               NONE
                                                    | 2  PASS VEH        STOPPED IN TRAFFIC   W  E   STOPPED /LFT TRN   IMPROPER STOP
             SEVERITY           3I
-------------------------------------------------------------------------------------------------------------------------------------
6
7    REAR-END                   07-21-1 NOON CLEAR  | 1  PASS VEH        STRAIGHT AHEAD       W  E   NONE               HIT STP/PARK VEH
                                                    | 2  PASS VEH        STOPPED IN TRAFFIC   W  E   STOPPED /TRAFFIC   NONE
             SEVERITY            PDO
```

INTERSECTIONAL COLLISION HISTORY
SUMMARY

	01/01/71 TO 01/01/72				01/01/72 TO 01/01/73				01/01/73 TO 01/01/74			
	FATAL	NON-FATAL	PROP/ DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	1	1	0	0	1	1	0	2	~~1~~ 0	~~3~~ 2
HEAD-ON	0	0	0		0	0	0		0	0	0	
REAR-END	0	0	3	3	0	0	1	1	0	3	1	4
SIDESWIPE-MEETING	0	0	0		0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	0		0	0	0		0	0	0	
TURNING MOVEMENT	0	3	7	10	0	1	3	4	0	5	~~3~~ 4	~~8~~ 9
PARKING	0	0	0		0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	1	1	0	0	0	
PEDESTRIAN	0	0	0		0	0	0		0	0	0	
BACKING	0	0	0		0	0	0		0	0	0	
MISC.	0	0	0		0	0	0		0	0	0	
TOTAL	0	3	11	14	0	1	6	7	0	10	5	15

	01/01/74 TO 03/31/74				TOTAL			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	0		0	2	3	5
HEAD-ON	0	0	0		0	0	0	
REAR-END	0	0	1	1	0	3	6	9
SIDESWIPE-MEETING	0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	0		0	0	0	
TURNING MOVEMENT	0	0	0		0	9	13	22
PARKING	0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	1	1
PEDESTRIAN	0	0	0		0	0	0	
BACKING	0	0	0		0	0	0	
MISC.	0	0	0		0	0	0	
TOTAL	0	0	1	1	0	14	23	37

INTERSECTIONAL COLLISION HISTORY


NW
5
1
6
2
3
Franklin Blvd.
6
11th Ave
5
W
4
6
5
SE

CITY: EUGENE

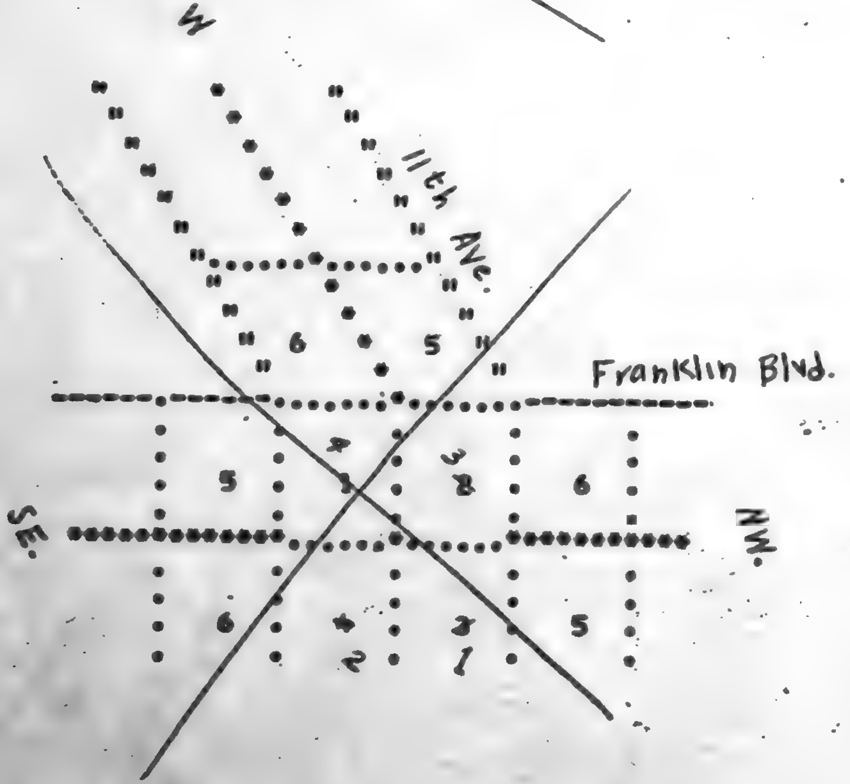
COUNTY: LANE

INTERSECTION OF: FRANKLIN Blvd.
11TH AVE

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 124.73

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74


W
11th Ave.
6
5
Franklin Blvd.
4
3
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2
6
SE.
NW.
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4
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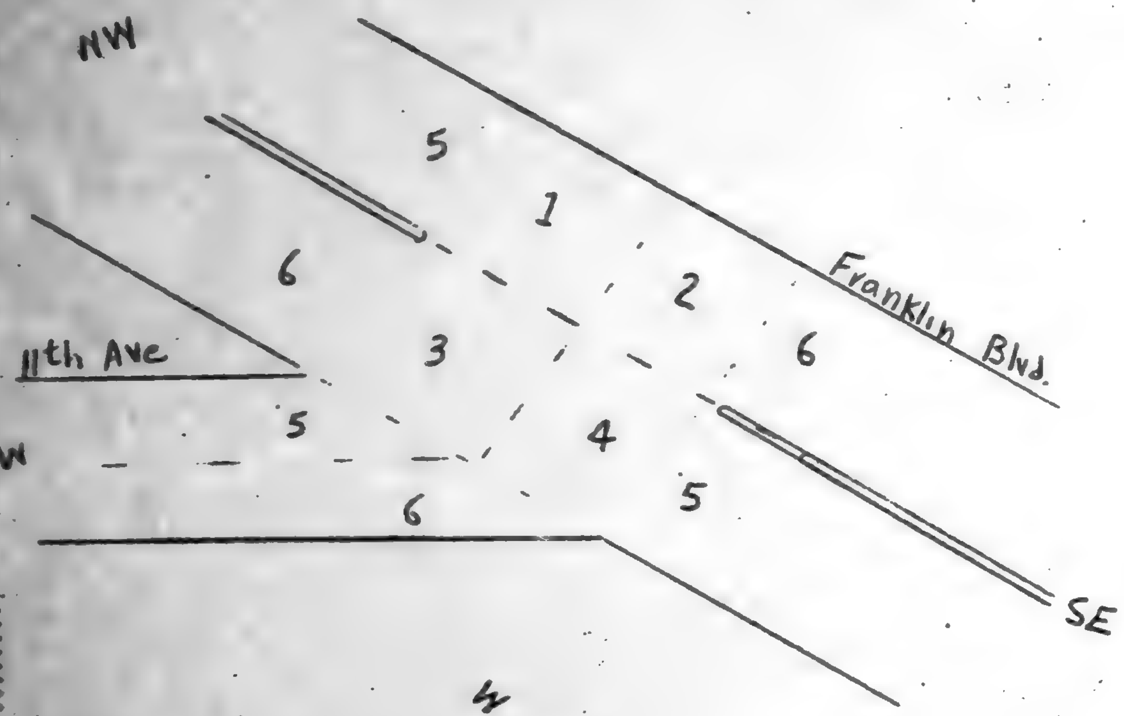
2
1

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

INTERSECTIONAL COLLISION HISTORY


NW
5
1
6
2
6
3
11th Ave
5
4
W
6
5
Franklin Blvd.
SE

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: FRANKLIN Blvd.
11TH AVE

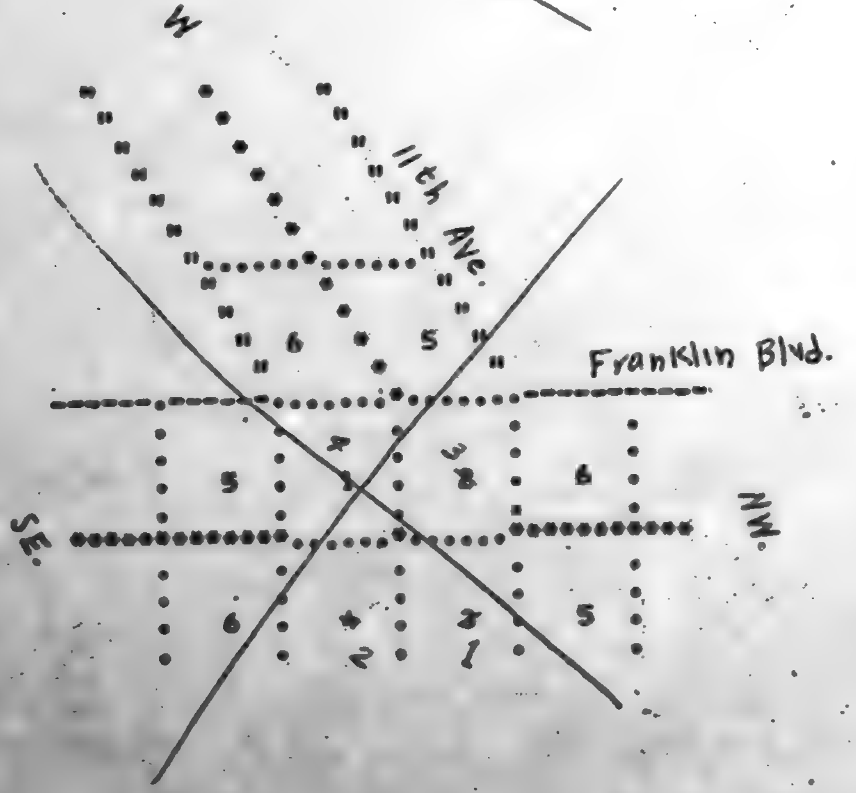
HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 124.73

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY


W
11th Ave
6
5
Franklin Blvd.
5
3
6
SE.
NW.
6
2
1
5

ACCIDENT DESCRIPTION					VEHICLE		VEHICLE DESCRIPTION				
ZONE	COLLISION TYPE	DATE	TIME	WEATHER	NO.	TYPE	MOVEMENT	FROM	TO	DRIVER ACTION	DRIVER ERROR
1	SIDESWIPE-OVERTAKING	05-29-1	03PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	IMP LANE CHANGE
					2	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
	SEVERITY	PDO									
2SE	TURNING MOVEMENT	08-18-2	08PM	CLEAR	1	PASS VEH	TURNING LEFT	SE	W	NONE	TURN F/WRG LANE
					2	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
	SEVERITY	PDO									
3	TURNING MOVEMENT	08-09-1	08PM	CLEAR	1	PASS VEH	TURNING LEFT	W ~~E~~	NW	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	NW	SE	ATTN DISTRACTED	DISREG TRF SIGNL
	SEVERITY	2I									
	TURNING MOVEMENT	06-09-2	07PM	RAIN	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
					2	PASS VEH	MAKING U-TURN	NW	NW	NONE	ILLEGAL U-TURN
	SEVERITY	PDO									
	TURNING MOVEMENT	07-20-2	06PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	DISREG TRF SIGNL
					2	PASS VEH	TURNING LEFT	SE	W	NONE	NONE
	SEVERITY	PDO									
	TURNING MOVEMENT	12-29-2	01AM	CLEAR	1	PASS VEH	TURNING LEFT	SE	W	NONE	LFT TURN/TRAFFIC
					2	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	SEVERITY	PDO									
	TURNING MOVEMENT	02-28-3	11AM	RAIN	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	DISREG TRF SIGNL
					2	TRUCK	TURNING LEFT	SE	W	NONE	NONE
	SEVERITY	2I									
	TURNING MOVEMENT	07-20-3	10PM	CLEAR	1	PASS VEH	TURNING LEFT	SE	W	SLOWED DOWN	NONE
					2	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	DISREG TRF SIGNL
	SEVERITY	PDO									
6E	REAR-END 6SE	04-17-1	04PM	RAIN	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	HIT STP/PARK VE
					2	PASS VEH	STOPPED IN TRAFFIC	SE	NW	STOPPED /LFT TRN	NONE
	SEVERITY	PDO									
	BACKING 6-SE	07-22-1	01PM	CLEAR	1	PASS VEH	BACKING	NW	SE	NONE	IMPROPER BACKING
					2	PASS VEH	STOPPED IN TRAFFIC	SE	NW	STOPPED /TRAFFIC	NONE
	SEVERITY	PDO									
	REAR-END 6-SE	07-19-2	09PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	BLINDED BY SUN	NOT DECR SPEED
					2	PASS VEH	STRAIGHT AHEAD	SE	NW	SLOWED DOWN	NONE
	SEVERITY	1I									
6SE	SIDESWIPE-OVERTAKING	08-18-1	11AM	CLEAR	1	PASSENGER W/TRL	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	IMP LANE CHANGE
	SEVERITY	PDO									

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          ACCIDENT DESCRIPTION                                    VEHICLE DESCRIPTION
                                               |VEHICLE
ZONE  COLLISION TYPE           DATE     TIME WEATHERINO.  TYPE          MOVEMENT          FROM TO  DRIVER ACTION      DRIVER ERROR
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------------------------------------------------------------------------------------------------------------------------------------
6SE REAR-END                   02-26-2 NOON RAIN    | 1   PASS VEH      STRAIGHT AHEAD     SE NW ATTN DISTRACTED  HIT STP/PARK VEH
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                    | 3   PASS VEH      STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                 SEVERITY        PDO
    REAR-END                   08-08-2 04PM CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     SE NW NONE             HIT STP/PARK VEH
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                 SEVERITY       2I
    REAR-END                   08-14-2 NOON CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     SE NW NONE             IMP START F/STOP
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC SE NW STOPPED /LFT TRN NONE
                 SEVERITY       1I
    REAR-END                   05-09-3 05PM CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     SE NW NONE             HIT STP/PARK VE
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                 SEVERITY        PDO
------------------------------------------------------------------------------------------------------------------------------------
6NW REAR-END                   03-12-1 05PM CLOUDY  | 1   PASS VEH      STRAIGHT AHEAD     NW SE NONE             HIT STP/PARK VEH
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                 SEVERITY        PDO
    SIDESWIPE-OVERTAKING       08-10-1 07PM CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     NW SE SKIDDED          STRADDLE LANE
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                                                    | 3   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                 SEVERITY        PDO
    REAR-END                   01-10-3 11PM RAIN    | 1   PASS VEH      STRAIGHT AHEAD     NW SE NONE             HIT STP/PARK VEH
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                 SEVERITY       1I
    REAR-END                   07-13-3 09PM CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     NW SE ATTN DISTRACTED  HIT STP/PARK VEH
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                 SEVERITY       1I
    REAR-END                   07-20-3 07PM CLEAR   | 1   PASS VEH      STRAIGHT AHEAD     NW SE NONE             UNSAFE VEHICLE
                                                    | 2   PASS VEH      STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                 SEVERITY       1I
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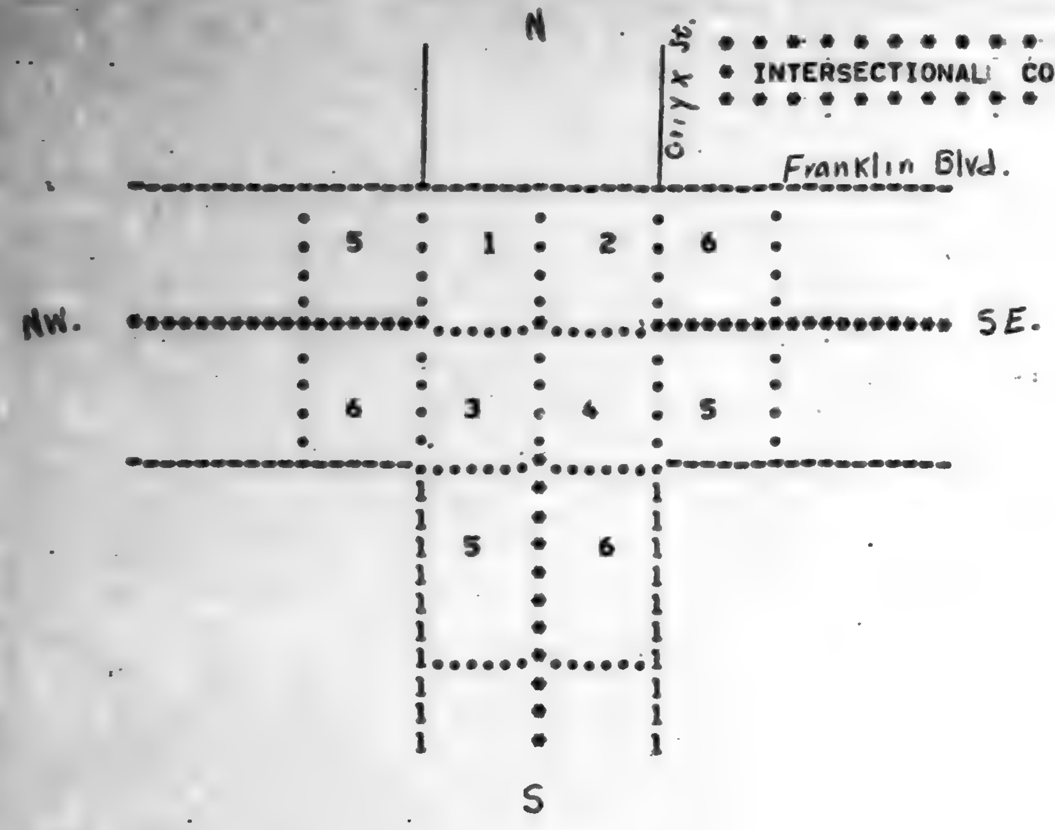
INTERSECTIONAL COLLISION HISTORY
SUMMARY

	01/01/71 TO 01/01/72				01/01/72 TO 01/01/73				01/01/73 TO 01/01/74			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	0		0	0	0		0	0	0	
HEAD-ON	0	0	0		0	0	0		0	0	0	
REAR-END	0	0	2	2	0	3	1	4	0	3	1	4
SIDESWIPE-MEETING	0	0	0		0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	3	3	0	0	0		0	0	0	
TURNING MOVEMENT	0	1	0	1	0	0	4	4	0	1	1	2
PARKING	0	0	0		0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	0		0	0	0	
PEDESTRIAN	0	0	0		0	0	0		0	0	0	
BACKING	0	0	1	1	0	0	0		0	0	0	
MISC.	0	0	0		0	0	0		0	0	0	
TOTAL	0	1	6	7	0	3	5	8	0	4	2	6

	01/01/74 TO 03/31/74				TOTAL			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
ANGLE	0	0	0		0	0	0	
HEAD-ON	0	0	0		0	0	0	
REAR-END	0	0	0		0	6	4	10
SIDESWIPE-MEETING	0	0	0		0	0	0	
SIDESWIPE-OVERTAKING	0	0	0		0	0	3	3
TURNING MOVEMENT	0	0	0		0	2	5	7
PARKING	0	0	0		0	0	0	
NON-COLLISION	0	0	0		0	0	0	
FIXED OBJECT	0	0	0		0	0	0	
PEDESTRIAN	0	0	0		0	0	0	
BACKING	0	0	0		0	0	1	1
MISC.	0	0	0		0	0	0	
TOTAL	0	0	0		0	8	13	21

INTERSECTIONAL COLLISION HISTORY


N
Onyx St.
Franklin Blvd.
NW.
SE.
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1
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6
3
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5
5
6

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: FRANKLIN
ONYX

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 124.87

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

```
           ACCIDENT DESCRIPTION                                                 VEHICLE DESCRIPTION               PAGE   1
                                                          |VEHICLE
ZONE  COLLISION TYPE             DATE     TIME WEATHER|NO.  TYPE          MOVEMENT            FROM TO  DRIVER ACTION       DRIVER ERROR
=========================================================================================================================================
1    ANGLE                       12-06-1 NOON CLEAR   | 1  PASS VEH       STRAIGHT AHEAD       SE NW  SKIDDED            DISREG TRF SIGNL
                 SEVERITY          PDO                | 2  PASS VEH       STRAIGHT AHEAD       N  S   NONE               NONE
     TURNING MOVEMENT            07-08-2 NOON RAIN    | 1  PASS VEH       STRAIGHT AHEAD       SE NW  NONE               DISREG TRF SIGNL
                 SEVERITY          1I                 | 2  PASS VEH       TURNING LEFT         NW N   NONE               NONE
-----------------------------------------------------------------------------------------------------------------------------------------
3 ① ANGLE                        08-30-1 04PM RAIN    | 1  PASS VEH       STRAIGHT AHEAD       SE NW  NONE               DISREG TRF SIGNL
                 SEVERITY          PDO                | 2  PASS VEH       STRAIGHT AHEAD       N  S   NONE               NONE
     TURNING MOVEMENT            03-07-2 07PM CLEAR   | 1  MOTORCYCLE     STRAIGHT AHEAD       NW SE  NONE               NONE
                 SEVERITY          2I                 | 2  PASS VEH       TURNING LEFT         SE S   NONE               DISREG TRF SIGNL )
-----------------------------------------------------------------------------------------------------------------------------------------
4 ② REAR-END                     06-16-2 07PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD       SE NW  NONE               HIT STP/PARK VEH
                 SEVERITY          2I                 | 2  PASS VEH       STOPPED IN TRAFFIC   SE NW  STOPPED /TRAFFIC   NONE
-----------------------------------------------------------------------------------------------------------------------------------------
4    TURNING MOVEMENT            01-04-1 08PM CLEAR   | 1  PASS VEH       TURNING LEFT         S  NW  NONE               NONE
                 SEVERITY          PDO                | 2  PASS VEH       STRAIGHT AHEAD       NW SE  NONE               DISREG TRF SIGNL
     TURNING MOVEMENT            06-23-3 11AM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD       NW SE  SKIDDED            DISREG TRF SIGNL
                 SEVERITY          1I                 | 2  PASS VEH       TURNING LEFT         S  NW  NONE               NONE
     TURNING MOVEMENT            09-06-3 02AM CLOUDY  | 1  PASS VEH       STRAIGHT AHEAD       NW SE  NONE               DISREG TRF SIGNL
                 SEVERITY          3I                 | 2  PASS VEH       TURNING LEFT         S  NW  NONE               NONE
     ANGLE                       12-17-3 NOON CLOUDY  | 1  PASS VEH       STRAIGHT AHEAD       NW SE  NONE               DISREG TRF SIGN )
                 SEVERITY          1I                 | 2  PASS VEH       STRAIGHT AHEAD       S  N   NONE               NONE
     REAR-END                    03-06-4 01PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD       NW SE  SKIDDED            HIT STP/PARK VEH
                 SEVERITY          PDO                | 2  PASS VEH       STOPPED IN TRAFFIC   NW SE  STOPPED /TRAFFIC   NONE
-----------------------------------------------------------------------------------------------------------------------------------------
4&E
5E   REAR-END                    01-15-1 08PM RAIN    | 1  PASS VEH       STRAIGHT AHEAD       SE NW  NONE               HIT STP/PARK VEH
                 SEVERITY          PDO                | 2  PASS VEH       STOPPED IN TRAFFIC   SE NW  STOPPED /TRAFFIC   NONE
-----------------------------------------------------------------------------------------------------------------------------------------
5
6E   REAR-END                    06-21-1 06PM CLEAR   | 1  PASS VEH       STRAIGHT AHEAD       SE NW  NONE               HIT STP/PARK VEH
                 SEVERITY          PDO                | 2  PASS VEH       STOPPED IN TRAFFIC   SE NW  STOPPED /TRAFFIC   NONE
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               ACCIDENT DESCRIPTION                                       VEHICLE DESCRIPTION          PAGE  2
                                                 |VEHICLE
ZONE  COLLISION TYPE         DATE    TIME WEATHER|NO.  TYPE          MOVEMENT          FROM TO  DRIVER ACTION      DRIVER ERROR
-----------------------------------------------------------------------------------------------------------------------------
-----------------------------------------------------------------------------------------------------------------------------
6E  REAR-END                 08-07-1 01AM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     NW SE  NONE              HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFICNW SE  STOPPED /TRAFFIC  NONE
              SEVERITY        PDO
 6E REAR-END                 09-20-1 03AM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW SKIDDED            NOT DECR SPEED
                                                 | 2  PASS VEH       STRAIGHT AHEAD     SE NW SLOWED DOWN        IMP LANE CHANGE
              SEVERITY        1I
-----------------------------------------------------------------------------------------------------------------------------
6SE REAR-END                 06-15-1 08PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW BLINDED BY SUN   HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                 | 3  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                 | 4  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        3I
    REAR-END                 08-27-1 03PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW NONE             HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        PDO
    REAR-END                 10-09-1 09AM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW SKIDDED          HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        1I
    REAR-END                 11-07-1 01AM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW NONE             HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                 | 3  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        4I
    REAR-END                 04-11-2 03PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW ATTN DISTRACTED  HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        1I
    REAR-END                 05-20-2 05PM RAIN   | 1  PASS VEH       STRAIGHT AHEAD     SE NW NONE             HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        1I
    REAR-END                 07-28-2 06PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW ATTN DISTRACTED  IMP START F/STOP
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        PDO
    SIDESWIPE-OVERTAKING     08-09-2 12PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW NONE             IMP LANE CHANGE
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        PDO
    REAR-END                 08-14-2 06AM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW PHYSICAL ILLNESS HIT STP/PARK VEH
                                                 | 2  PASS VEH       STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
              SEVERITY        1I
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          ACCIDENT DESCRIPTION                                          VEHICLE DESCRIPTION          PAGE   3
                                              |VEHICLE
ZONE  COLLISION TYPE        DATE     TIME WEATHER|NO.  TYPE        MOVEMENT          FROM TO  DRIVER ACTION      DRIVER ERROR
-------------------------------------------------------------------------------------------------------------------------------
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6SE REAR-END                09-30-2 11AM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     SE NW SKIDDED           HIT STP/PARK VEH
                                                | 2  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                SEVERITY     1I
    REAR-END                12-16-2 04AM CLOUDY | 1  TRUCK        STRAIGHT AHEAD     SE NW SKIDDED           HIT STP/PARK VEH
                                                | 2  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                SEVERITY     PDO
    REAR-END                02-02-3 05PM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     SE NW NONE              HIT STP/PARK VEH
                                                | 2  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                SEVERITY     PDO
    REAR-END                03-16-3 04PM RAIN   | 1  PASS VEH     STRAIGHT AHEAD     SE NW NONE              NOT DECR SPEED
                                                | 2  PASS VEH     STRAIGHT AHEAD     SE NW SLOWED DOWN       NONE
                SEVERITY     1I
    REAR-END                08-07-3 09AM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     SE NW NONE              IMP START F/STOP
                                                | 2  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                SEVERITY     PDO
    REAR-END                10-06-3 02AM RAIN   | 1  PASS VEH     STRAIGHT AHEAD     SE NW ATTN DISTRACTED  HIT STP/PARK VEH
                                                | 2  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                | 3  PASS VEH     STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                SEVERITY     PDO
-------------------------------------------------------------------------------------------------------------------------------
6W  REAR-END                07-03-2 04PM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     NW SE  NONE             HIT STP/PARK VEH
                                                | 2  TRUCK        STOPPED IN TRAFFICNW SE  STOPPED /TRAFFIC NONE
                SEVERITY     PDO
-------------------------------------------------------------------------------------------------------------------------------
6NW REAR-END                07-27-1 09PM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     NW SE NONE              NOT DECR SPEED
                                                | 2  PASS VEH     STRAIGHT AHEAD     NW SE SLOWED DOWN       NONE
                SEVERITY     PDO
    REAR-END                08-17-1 04PM CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     NW SE NONE              HIT STP/PARK VEH
                                                | 2  PASS VEH     STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                SEVERITY     PDO
    REAR-END                10-11-2 NOON CLEAR  | 1  PASS VEH     STRAIGHT AHEAD     NW SE NONE              IMP START F/STOP
                                                | 2  PASS VEH     STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                SEVERITY     PDO
    REAR-END                05-04-3 02AM RAIN   | 1  PASS VEH     STRAIGHT AHEAD     NW SE NONE              NONE
                                                | 2  PASS VEH     STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC IMPROPER LIGHTS
                SEVERITY     1I

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                              * * * * * * * * * * * * * * * * * * * * *
                              * INTERSECTIONAL  COLLISION  HISTORY    *
                              *                 SUMMARY               *
                              * * * * * * * * * * * * * * * * * * * * *

                      01/01/71  TO  01/01/72     01/01/72  TO  01/01/73     01/01/73  TO  01/01/74

                             NON-  PROP.                  NON-  PROP.                  NON-  PROP.
                      FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE TOTAL

ANGLE                   0     0     2     2        0     0     0              0     1     0     1
HEAD-ON                 0     0     0              0     0     0              0     0     0
REAR-END                0     4     6    10        0     5     4     9        0     2     3     5
SIDESWIPE-MEETING       0     0     0              0     0     0              0     0     0
SIDESWIPE-OVERTAKING    0     0     0              0     0     1     1        0     0     0
TURNING MOVEMENT        0     0     1     1        0     2     0     2        0     2     0     2
PARKING                 0     0     0              0     0     0              0     0     0
NON-COLLISION           0     0     0              0     0     0              0     0     0
FIXED OBJECT            0     0     0              0     0     0              0     0     0
PEDESTRIAN              0     0     0              0     0     0              0     0     0
BACKING                 0     0     0              0     0     0              0     0     0
MISC.                   0     0     0              0     0     0              0     0     0

  TOTAL                 0     4     9    13        0     7     5    12        0     5     3     8

                      01/01/74  TO  03/31/74                TOTAL

                             NON-  PROP.                  NON-  PROP.
                      FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE TOTAL

ANGLE                   0     0     0              0     1     2     3
HEAD-ON                 0     0     0              0     0     0
REAR-END                0     0     1     1        0    11    14    25
SIDESWIPE-MEETING       0     0     0              0     0     0
SIDESWIPE-OVERTAKING    0     0     0              0     0     1     1
TURNING MOVEMENT        0     0     0              0     4     1     5
PARKING                 0     0     0              0     0     0
NON-COLLISION           0     0     0              0     0     0
FIXED OBJECT            0     0     0              0     0     0
PEDESTRIAN              0     0     0              0     0     0
BACKING                 0     0     0              0     0     0
MISC.                   0     0     0              0     0     0

  TOTAL                 0     0     1     1        0    16    18    34
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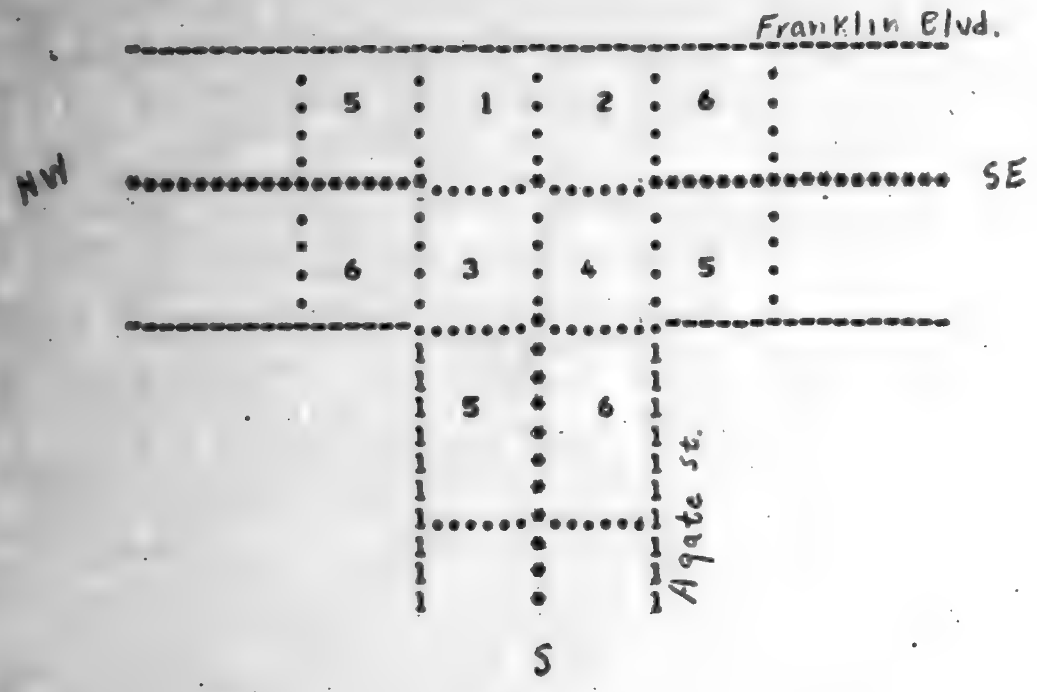
INTERSECTIONAL COLLISION HISTORY


Franklin Blvd.
5
1
2
6
NW
SE
6
3
4
5
5
6
Agate st.
S

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: FRANKLIN
AGATE

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 125.06

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

ACCIDENT DESCRIPTION

VEHICLE DESCRIPTION

ZONE	COLLISION TYPE	DATE	TIME	WEATHER	VEHICLE NO.	VEHICLE TYPE	MOVEMENT	FROM	TO	DRIVER ACTION	DRIVER ERROR
1 ②	TURNING MOVEMENT	01-04-1	05PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	SEVERITY	PDO			2	PASS VEH	TURNING LEFT	NW	N	NONE	TURN F/WRG LANE
1	SIDESWIPE-OVERTAKING	10-26-1	01PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	SKIDDED	NONE
	SEVERITY	PDO			2	PASS VEH	STOPPED IN TRAFFIC	SE	NW	STOPPED /TRAFFIC	IMPROPER STOP
	REAR-END	01-30-2	05PM	CLEAR	1	PASS VEH	TURNING LEFT	S	NW	NONE	HIT STP/PARK VEH
	SEVERITY	II			2	PASS VEH	TURNING LEFT	S	NW	STOPPED /TRAFFIC	NONE
2	ANGLE	02-14-2	06PM	RAIN	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
	SEVERITY	II			2	Bike	STRAIGHT AHEAD	S	N	NONE	DISREG TRF SIGNL
	TURNING MOVEMENT	08-18-3	10PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	SKIDDED	HIT STP/PARK VEH
	SEVERITY	II			2	PASS VEH	TURNING LEFT	SE	S	SLOWED DOWN	NONE
3	ANGLE	09-14-3	02PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	SEVERITY	II			2	PASS VEH	STRAIGHT AHEAD	N	S	NONE	DISREG TRF SIGNL
3	TURNING MOVEMENT	02-03-1	05PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	SEVERITY	II			2	PASS VEH	TURNING LEFT	S	NW	NONE	DISREG TRF SIGNL
	TURNING MOVEMENT	03-10-2	09PM	CLOUDY	1	PASS VEH	TURNING LEFT	S	NW	AVOIDING MANEUVR	LFT TURN/TRAFFIC
	SEVERITY	PDO			2	PASS VEH	STRAIGHT AHEAD	N	S	ENTR STR F/DRIVE	NONE
	TURNING MOVEMENT	06-08-2	06PM	CLEAR	1	PASS VEH	TURNING LEFT	NW	N	NONE	NO RIGHT OF WAY
	SEVERITY	PDO			2	PASS VEH	TURNING LEFT	S	NW	NONE	NONE
	ANGLE	07-24-2	05PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	SEVERITY	PDO			2	PASS VEH	STRAIGHT AHEAD	N	S	ENTR STR F/DRIVE	NO RIGHT OF WAY
	ANGLE	05-23-3	05PM	RAIN	1	Bike	STRAIGHT AHEAD	NE	SW	ENTR STR F/DRIVE	DISREG TRF SIGNL
	SEVERITY	II			2	PASS VEH	STRAIGHT AHEAD	NW	SE	NONE	NONE
	TURNING MOVEMENT	08-27-3	02PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	SLOWED DOWN	NONE
	SEVERITY	PDO			2	PASS VEH	TURNING LEFT	SE	S	NONE	DISREG TRF SIGNL

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          ACCIDENT DESCRIPTION                                               VEHICLE DESCRIPTION             PAGE  2
                                                    |VEHICLE
ZONE  COLLISION TYPE          DATE     TIME WEATHER|NO.  TYPE          MOVEMENT          FROM TO  DRIVER ACTION      DRIVER ERROR
=================================================================================================================================
=================================================================================================================================
3    ANGLE                    09-16-3 01PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     NW SE NONE               DISREG TRF SIGNL
                                                  | 2  PASS VEH       STRAIGHT AHEAD     N  S  ENTR STR F/DRIVE NONE
          SEVERITY              PDO
     TURNING MOVEMENT         09-24-3 09AM RAIN   | 1  PASS VEH       STRAIGHT AHEAD     NW SE NONE               NONE
                                                  | 2  TRUCK          TURNING LEFT       SE S  NONE               NO RIGHT OF WAY
          SEVERITY              PDO
     ANGLE                    12-13-3 08AM CLOUDY | 1  PASS VEH       STRAIGHT AHEAD     NW SE NONE               NONE
                                                  | 2  PASS VEH       STRAIGHT AHEAD     N  S  ENTR STR F/DRIVE DISREG TRF SIGNL
          SEVERITY              PDO
---------------------------------------------------------------------------------------------------------------------------------
4    TURNING MOVEMENT         07-03-1 01PM CLEAR  | 1  PASS VEH       TURNING LEFT       S  NW NONE               NONE
                                                  | 2  PASS VEH       STRAIGHT AHEAD     NW SE NONE               DISREG TRF SIGNL
          SEVERITY              PDO
     TURNING MOVEMENT         12-21-1 09AM CLOUDY | 1  PASS VEH       TURNING RIGHT      S  SE NONE               TURN INTO WRG LN
                                                  | 2  PASS VEH       STRAIGHT AHEAD     NW SE NONE               NONE
          SEVERITY              11
     TURNING MOVEMENT         10-20-3 06PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     NW SE SKIDDED            DISREG TRF SIGNL
                                                  | 2  PASS VEH       TURNING LEFT       S  NW NONE               NONE
          SEVERITY              PDO
---------------------------------------------------------------------------------------------------------------------------------
5NW  TURNING MOVEMENT         10-01-2 02PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     SE NW SKIDDED            NONE
                                                  | 2  PASS VEH       TURNING LEFT       S  NW NONE               TURN INTO WRG LN
          SEVERITY              PDO
---------------------------------------------------------------------------------------------------------------------------------
6E   REAR-END                 12-19-3 10AM CLOUDY | 1  PASS VEH       STRAIGHT AHEAD     SE NW SKIDDED            HIT STP/PARK VEH
                                                  | 2  PASS VEH       STOPPED IN TRAFFICSE NW STOPPED /TRAFFIC NONE
          SEVERITY              PDO
---------------------------------------------------------------------------------------------------------------------------------
6NW  REAR-END                 06-27-2 07PM CLEAR  | 1  PASS VEH       STRAIGHT AHEAD     NW SE NONE               HIT STP/PARK VEH
                                                  | 2  PASS VEH       STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
          SEVERITY              11
     PEDESTRIAN               11-03-3 03PM CLOUDY | 1  PASS VEH       STRAIGHT AHEAD     NW SE NONE               NONE
                                                  | 2                 UNKNOWN OR PED     N  S  IN CROSSWALK       CRS INT/SIGNAL
          SEVERITY              11
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                   * * * * * * * * * * * * * * * * * * * * *
                   * INTERSECTIONAL  COLLISION  HISTORY  *                  PAGE  3
                   *              SUMMARY                 *
                   * * * * * * * * * * * * * * * * * * * * *

            01/01/71  TO  01/01/72      01/01/72  TO  01/01/73      01/01/73  TO  01/01/74

                  NON-  PROP.                 NON-  PROP.                 NON-  PROP.
           FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL
ANGLE         0     0     0              0     1     1     2         0     2     2     4
HEAD-ON       0     0     0              0     0     0               0     0     0
REAR-END      0     0     0              0     2     0     2         0     0     1     1
SIDESWIPE-MEETING
              0     0     0              0     0     0               0     0     0
SIDESWIPE-OVERTAKING
              0     0     1     1        0     0     0               0     0     0
TURNING MOVEMENT
              0     2     2     4        0     0     3     3         0     1     3     4
PARKING       0     0     0              0     0     0               0     0     0
NON-COLLISION 0     0     0              0     0     0               0     0     0
FIXED OBJECT  0     0     0              0     0     0               0     0     0
PEDESTRIAN    0     0     0              0     0     0               0     1     0     1
BACKING       0     0     0              0     0     0               0     0     0
MISC.         0     0     0              0     0     0               0     0     0

  TOTAL       0     2     3     5        0     3     4     7         0     4     6    10

            01/01/74  TO  03/31/74                TOTAL

                  NON-  PROP.                 NON-  PROP.
           FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL
ANGLE         0     0     0              0     3     3     6
HEAD-ON       0     0     0              0     0     0
REAR-END      0     0     0              0     2     1     3
SIDESWIPE-MEETING
              0     0     0              0     0     0
SIDESWIPE-OVERTAKING
              0     0     0              0     0     1     1
TURNING MOVEMENT
              0     0     0              0     3     8    11
PARKING       0     0     0              0     0     0
NON-COLLISION 0     0     0              0     0     0
FIXED OBJECT  0     0     0              0     0     0
PEDESTRIAN    0     0     0              0     1     0     1
BACKING       0     0     0              0     0     0
MISC.         0     0     0              0     0     0

  TOTAL       0     0     0              0     9    13    22
```
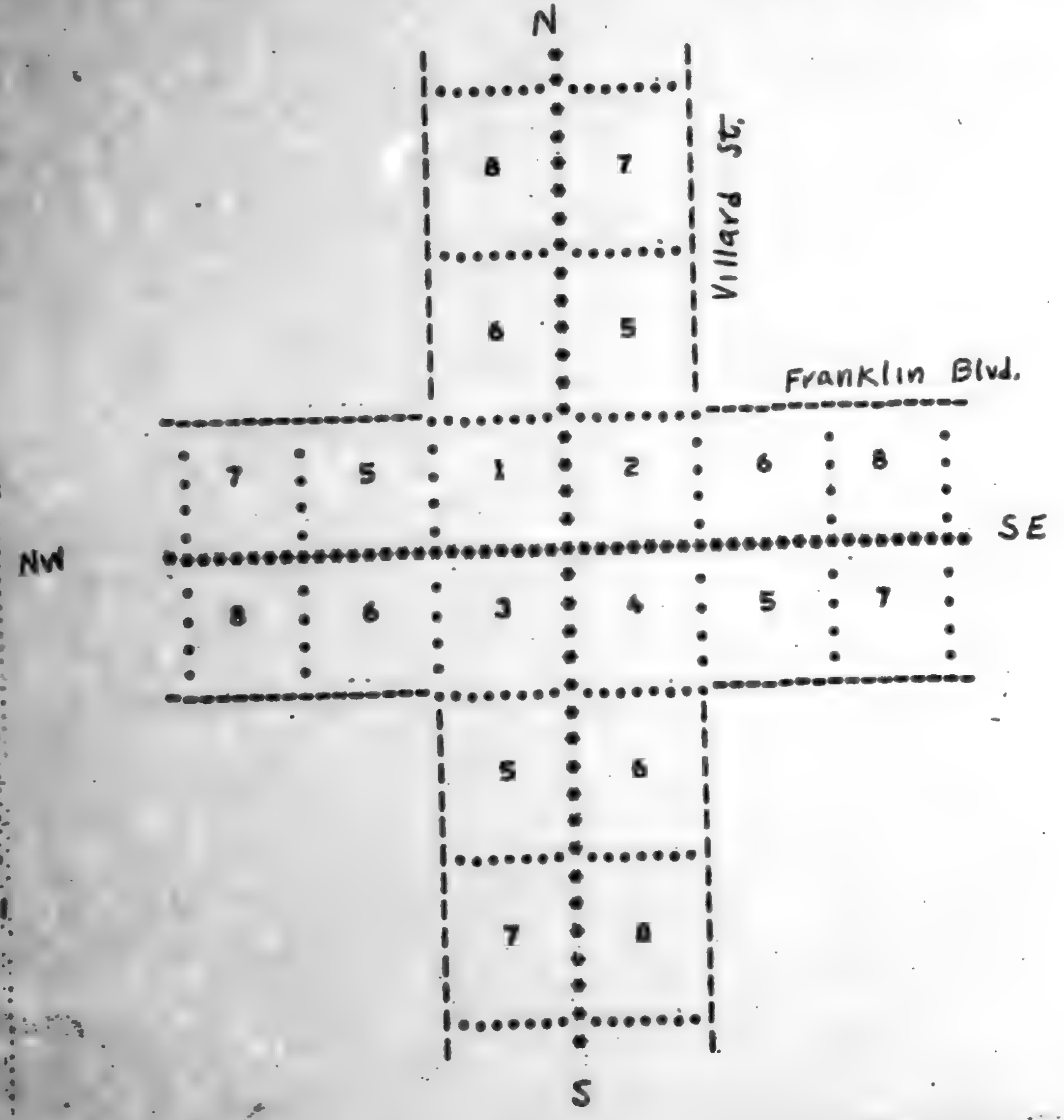

INTERSECTIONAL COLLISION HISTORY


N
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NW
SE
Villard St.
Franklin Blvd.
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8
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7
5
6
7
8

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: FRANKLIN
VILLARD

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 125.24

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

```
           ACCIDENT DESCRIPTION                                            VEHICLE DESCRIPTION                 PAGE  1
                                                       |VEHICLE
ZONE  COLLISION TYPE              DATE     TIME WEATHER|NO.  TYPE          MOVEMENT          FROM TO  DRIVER ACTION      DRIVER ERROR
=====================================================================================================================================
3   TURNING MOVEMENT              01-30-1 NOON CLEAR  | 1  PASS VEH        TURNING LEFT       SE S  NONE              LFT TURN/TRAFFIC
            SEVERITY               PDO                | 2  PASS VEH        STRAIGHT AHEAD     NW SE NONE              NONE
    TURNING MOVEMENT              03-24-1 01PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     W  E  SKIDDED           NONE
            SEVERITY               1I                 | 2  PASS VEH        TURNING LEFT       E  S  NONE              LFT TURN/TRAFFIC
    TURNING MOVEMENT              04-03-1 04PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     W  E  NONE              DISREG TRF SIGNL
            SEVERITY               PDO                | 2  PASS VEH        TURNING LEFT       S  W  NONE              NONE
    TURNING MOVEMENT              07-13-1 11AM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     S  N  NONE              NONE
            SEVERITY               PDO                | 2  PASS VEH        MAKING U-TURN      NW NW NONE              NO RIGHT OF WAY
    TURNING MOVEMENT              10-29-1 03PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     NW SE NONE              NONE
            SEVERITY               1I                 | 2  PASS VEH        TURNING LEFT       SE S  NONE              LFT TURN/TRAFFIC
    TURNING MOVEMENT              10-27-3 03PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     NW SE NONE              NONE
            SEVERITY               2I                 | 2  PASS VEH        TURNING LEFT       SE S  NONE              LFT TURN/TRAFFIC
    ANGLE                         02-06-4 04PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     N  S  NONE              NONE
            SEVERITY               3I                 | 2  PASS VEH        STRAIGHT AHEAD     NW SE NONE              DISREG TRF SIGNL
-------------------------------------------------------------------------------------------------------------------------------------
4   TURNING MOVEMENT              03-22-1 NOON RAIN   | 1  PASS VEH        STRAIGHT AHEAD     W  E  NONE              NONE
            SEVERITY               PDO                | 2  PASS VEH        TURNING LEFT       E  S  NONE              DISREG TRF SIGNL
    TURNING MOVEMENT              07-07-2 05PM CLEAR  | 1  PASS VEH        TURNING RIGHT      S  SE NONE              TURN INTO WRG LN
            SEVERITY               PDO                | 2  PASS VEH        STRAIGHT AHEAD     NW SE NONE              NONE
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6E  REAR-END                      07-28-1 12PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     E  W  NONE              HIT STP/PARK VEH
            SEVERITY               PDO                | 2  PASS VEH        STOPPED IN TRAFFIC E  W  STOPPED /TRAFFIC  NONE
    SIDESWIPE-OVERTAKING          01-29-2 01PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     E  W  NONE              IMP LANE CHANGE
            SEVERITY               PDO                | 2  PASS VEH        STRAIGHT AHEAD     E  W  SLOWED DOWN       NONE
-------------------------------------------------------------------------------------------------------------------------------------
6SE REAR-END                      04-29-1 02AM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD     SE NW NONE              HIT STP/PARK VEH
            SEVERITY               2I                 | 2  PASS VEH        STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC  NONE
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                    ACCIDENT DESCRIPTION                                   VEHICLE DESCRIPTION                 PAGE   2
                                                   |VEHICLE
ZONE  COLLISION TYPE           DATE     TIME WEATHER|NO.  TYPE          MOVEMENT            FROM TO  DRIVER ACTION      DRIVER ERROR
====================================================================================================================================

6SE REAR-END                   02-11-2 09PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW SKIDDED            HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY        PDO
    REAR-END                   02-22-2 02PM CLEAR  | 1  SEMI W/TRL      STRAIGHT AHEAD      SE NW SKIDDED            HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       2I
    REAR-END                   05-21-2 02PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
                                                   | 2  PASSENGER W/TRL STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY        PDO
    REAR-END                   08-03-2 07AM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW SLOWED DOWN        HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY        PDO
    REAR-END                   10-21-2 04PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               IMP START F/STOP
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY        PDO
    REAR-END                   12-08-2 11PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW SKIDDED            HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       1I
    REAR-END                   03-01-3 03AM RAIN   | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       1I
    REAR-END                   03-09-3 02AM CLOUDY | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       1I
    REAR-END                   09-07-3 09PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       3I
    REAR-END                   11-30-3 03AM RAIN   | 1  PASS VEH        STRAIGHT AHEAD      SE NW SKIDDED            HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY       2I
    REAR-END                   02-21-4 12PM SNOW   | 1  PASS VEH        STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  SE NW STOPPED /TRAFFIC NONE
                SEVERITY        PDO
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6W  REAR-END                   04-18-1 11PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      W  E  NONE               HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  W  E  STOPPED /TRAFFIC NONE
                SEVERITY        PDO
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                                                                              VEHICLE DESCRIPTION             PAGE  3
               ACCIDENT DESCRIPTION
                                               |VEHICLE
ZONE  COLLISION TYPE          DATE    TIME WEATHER|NO.  TYPE              MOVEMENT          FROM TO  DRIVER ACTION       DRIVER ERROR
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  N                                                                   STRAIGHT AHEAD      N W SE  LOST CONTROL        HIT STP/PARK VEH
 6W  REAR-END                 03-06-4 02AM RAIN   | 1  MOTORCYCLE     STOPPED IN TRAFFICNW SE  STOPPED /TRAFFIC NONE
                                                  | 2  PASS VEH
                 SEVERITY      1I
------------------------------------------------------------------------------------------------------------------------------------
                                                                      STRAIGHT AHEAD      NW SE NONE              NOT DECR SPEED
6NW REAR-END                  01-12-2 08AM RAIN   | 1  PASS VEH       STRAIGHT AHEAD      NW SE SLOWED DOWN       NONE
                                                  | 2  PASS VEH
                 SEVERITY      2I
                                                                      STRAIGHT AHEAD      NW SE NONE              UNSAFE VEHICLE
     REAR-END                 10-19-3 01AM RAIN   | 1  PASS VEH       STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
                                                  | 2  PASS VEH
                 SEVERITY      1I
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                        * * * * * * * * * * * * * * * * * * * * *
                        * INTERSECTIONAL  COLLISION  HISTORY    *
                        *                SUMMARY                *
                        * * * * * * * * * * * * * * * * * * * * *

                       01/01/71  TO  01/01/72     01/01/72  TO  01/01/73     01/01/73  TO  01/01/74

                              NON-  PROP.                  NON-  PROP.                  NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE   TAL

ANGLE                    0     0     0              0     0     0              0     0     0
HEAD-ON                  0     0     0              0     0     0              0     0     0
REAR-END                 0     1     2     3        0     3     4     7        0     5     0
SIDESWIPE-MEETING        0     0     0              0     0     0              0     0     0
SIDESWIPE-OVERTAKING     0     0     0              0     0     1     1        0     0     0
TURNING MOVEMENT         0     2     4     6        0     0     1     1        0     1     0     1
PARKING                  0     0     0              0     0     0              0     0     0
NON-COLLISION            0     0     0              0     0     0              0     0     0
FIXED OBJECT             0     0     0              0     0     0              0     0     0
PEDESTRIAN               0     0     0              0     0     0              0     0     0
BACKING                  0     0     0              0     0     0              0     0     0
MISC.                    0     0     0              0     0     0              0     0     0

  TOTAL                  0     3     6     9        0     3     6     9        0     6     0     6

                       01/01/74  TO  03/31/74                TOTAL

                              NON-  PROP.                  NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL   FATAL FATAL DAMAGE TOTAL

ANGLE                    0     1     0     1        0     1     0     1
HEAD-ON                  0     0     0              0     0     0
REAR-END                 0     1     1     2        0    10     7    17
SIDESWIPE-MEETING        0     0     0              0     0     0
SIDESWIPE-OVERTAKING     0     0     0              0     0     1     1
TURNING MOVEMENT         0     0     0              0     3     5     8
PARKING                  0     0     0              0     0     0
NON-COLLISION            0     0     0              0     0     0
FIXED OBJECT             0     0     0              0     0     0
PEDESTRIAN               0     0     0              0     0     0
BACKING                  0     0     0              0     0     0
MISC.                    0     0     0              0     0     0

  TOTAL                  0     2     1     3        0    14    13    27
```

INTERSECTIONAL COLLISION HISTORY

CITY: EUGENE

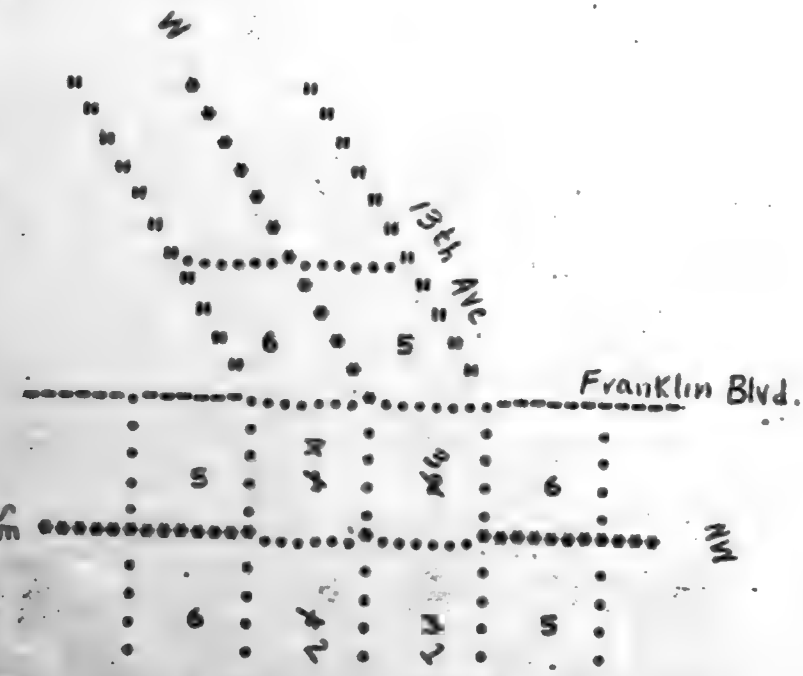
COUNTY: LANE

INTERSECTION OF: FRANKLIN
13TH

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 125.22

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74


W
13th Ave
Franklin Blvd.
SE
NW
6
5
5
6
6
5

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

```
                                                                                    VEHICLE DESCRIPTION                PAGE   1
                   ACCIDENT DESCRIPTION                   |VEHICLE
ZONE  COLLISION TYPE                DATE      TIME WEATHER|NO.  TYPE            MOVEMENT          FROM TO  DRIVER ACTION        DRIVER ERROR
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-----------------------------------------------------------------------------------------------------------------------------------------------
                                                                                 STRAIGHT AHEAD      SE NW NONE               HIT STP/PARK VEH
6SE REAR-END                        03-04-2 10AM RAIN     | 1  PASS VEH          STOPPED IN TRAFFIC SE NW STOPPED /TRAFFIC NONE
                                                          | 2  PASS VEH
              SEVERITY               PDO
-----------------------------------------------------------------------------------------------------------------------------------------------
                                                                                 STRAIGHT AHEAD      NW SE  NONE              HIT STP/PARK VEH
6W   REAR-END                       01-19-1 02PM RAIN     | 1  PASS VEH          STOPPED IN TRAFFICNW SE  STOPPED /TRAFFIC NONE
                                                          | 2  PASS VEH
              SEVERITY               2I
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                    * * * * * * * * * * * * * * * * * * * * *
                    * INTERSECTIONAL  COLLISION  HISTORY    *
                    *               SUMMARY                 *
                    * * * * * * * * * * * * * * * * * * * * *

                       01/01/71  TO  01/01/72      01/01/72  TO  01/01/73      01/01/73  TO  01/01/74

                             NON-  PROP.                 NON-  PROP.                 NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL

ANGLE                    0     0     0               0     0     0               0     0     0
HEAD-ON                  0     0     0               0     0     0               0     0     0
REAR-END                 0     1     0     1         0     0     1     1         0     0     0
SIDESWIPE-MEETING        0     0     0               0     0     0               0     0     0
SIDESWIPE-OVERTAKING     0     0     0               0     0     0               0     0     0
TURNING MOVEMENT         0     0     0               0     0     0               0     0     0
PARKING                  0     0     0               0     0     0               0     0     0
NON-COLLISION            0     0     0               0     0     0               0     0     0
FIXED OBJECT             0     0     0               0     0     0               0     0     0
PEDESTRIAN               0     0     0               0     0     0               0     0     0
BACKING                  0     0     0               0     0     0               0     0     0
MISC.                    0     0     0               0     0     0               0     0     0

  TOTAL                  0     1     0     1         0     0     1     1         0     0     0

                       01/01/74  TO  03/31/74                TOTAL

                             NON-  PROP.                 NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL

ANGLE                    0     0     0               0     0     0
HEAD-ON                  0     0     0               0     0     0
REAR-END                 0     0     0               0     1     1     2
SIDESWIPE-MEETING        0     0     0               0     0     0
SIDESWIPE-OVERTAKING     0     0     0               0     0     0
TURNING MOVEMENT         0     0     0               0     0     0
PARKING                  0     0     0               0     0     0
NON-COLLISION            0     0     0               0     0     0
FIXED OBJECT             0     0     0               0     0     0
PEDESTRIAN               0     0     0               0     0     0
BACKING                  0     0     0               0     0     0
MISC.                    0     0     0               0     0     0

  TOTAL                  0     0     0               0     1     1     2
```
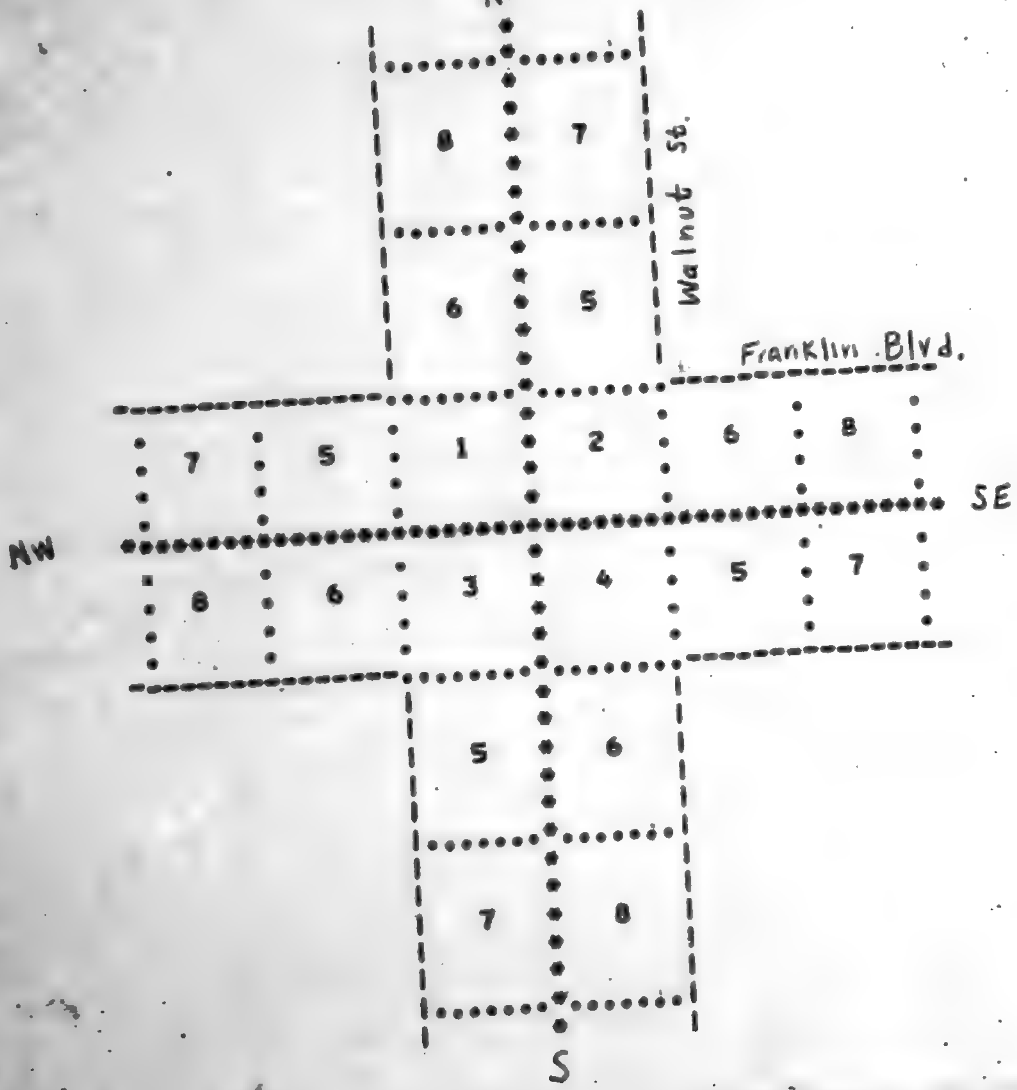

INTERSECTIONAL COLLISION HISTORY


N.
8
7
Walnut St.
6
5
Franklin Blvd.
7
5
1
2
6
8
SE
NW
8
6
3
4
5
7
5
6
7
8
S

CITY: EUGENE

COUNTY: LANE

INTERSECTION OF: FRANKLIN
WALNUT

HIGHWAY NUMBER: 0 091 FRANKLIN
MILEPOINT: 125.41

PERIOD COVERED: 01/01/71 TO 03/31/74

DATE PREPARED: 06/21/74

SEVERITY CODES

CODE	DESCRIPTION
F	FATALITY
I	INJURY
PDO	PROPERTY DAMAGE ONLY

ACCIDENT DESCRIPTION					VEHICLE		VEHICLE DESCRIPTION				PAGE 1
ZONE	COLLISION TYPE	DATE	TIME	WEATHER	NO.	TYPE	MOVEMENT	FROM	TO	DRIVER ACTION	DRIVER ERROR
1	TURNING MOVEMENT	07-10-1	01AM	RAIN	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	TURNING LEFT	S	NW	NONE	DISREG TRF SIGNL
	SEVERITY	3I									
	TURNING MOVEMENT	01-19-2	11AM	RAIN	1	TRUCK	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASSENGER W/TRU	TURNING LEFT	NW	NE	NONE	LFT TURN/TRAFFIC
	SEVERITY	1I									
	TURNING MOVEMENT	12-25-3	07PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	MAKING U-TURN	NW	NW	NONE	ILLEGAL U-TURN
	SEVERITY	2I									
2	TURNING MOVEMENT	03-10-1	03PM	CLOUDY	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	OPEN DOOR /TRAF
					2	PASS VEH	TURNING LEFT	NW	NE	STOPPED /TRAFFIC	LFT TURN/TRAFFIC
	SEVERITY	PDO									
	TURNING MOVEMENT	09-01-1	02AM	RAIN	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	TURNING LEFT	NW	N	NONE	LFT TURN/TRAFFIC
	SEVERITY	PDO									
	TURNING MOVEMENT	10-14-1	NOON	CLEAR	1	PASS VEH	STRAIGHT AHEAD	NW	SE	SKIDDED	NONE
					2	PASS VEH	TURNING LEFT	S	NW	NONE	DISREG TRF SIGNL
	SEVERITY	1I									
	TURNING MOVEMENT	12-17-2	07PM	RAIN	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	TURNING LEFT	NW	N	NONE	LFT TURN/TRAFFIC
	SEVERITY	PDO									
	TURNING MOVEMENT	04-06-3	09PM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	SKIDDED	NONE
					2	PASS VEH	TURNING LEFT	NW	NE	NONE	LFT TURN/TRAFFIC
	SEVERITY	PDO									
	TURNING MOVEMENT	08-24-3	11PM	CLOUDY	1	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
					2	PASS VEH	TURNING LEFT	NW	N	NONE	LFT TURN/TRAFFIC
	SEVERITY	2I									
	TURNING MOVEMENT	09-08-3	11AM	CLEAR	1	PASS VEH	STRAIGHT AHEAD	SE	NW	SKIDDED	NONE
					2	PASS VEH	TURNING LEFT	NW	N	NONE	LFT TURN/TRAFFIC
	SEVERITY	1I									
	TURNING MOVEMENT	11-19-3	07PM	CLEAR	1	PASS VEH	TURNING LEFT	NW	N	NONE	LFT TURN/TRAFFIC
					2	PASS VEH	STRAIGHT AHEAD	SE	NW	NONE	NONE
	SEVERITY	PDO									
	TURNING MOVEMENT	01-31-4	11AM	RAIN	1	MOTORCYCLE	STRAIGHT AHEAD	SE	NW	SKIDDED	DISREG TRF SIGNL
					2	PASS VEH	TURNING LEFT	NW	N	NONE	NONE
	SEVERITY	1I									

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                                                                    VEHICLE DESCRIPTION             PAGE   2
          ACCIDENT DESCRIPTION                  |VEHICLE
ZONE  COLLISION TYPE          DATE   TIME WEATHER|NO.  TYPE          MOVEMENT         FROM TO  DRIVER ACTION      DRIVER ERROR
==========================================================================================================================
 2   TURNING MOVEMENT         02-01-4 02PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    E  W  NONE              NONE
                                                  | 2  PASS VEH      TURNING LEFT      W  N  NONE              LFT TURN/TRAFFIC
              SEVERITY        PDO
     TURNING MOVEMENT         02-14-4 08AM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    SE NW NONE              IMP START F/STOP
                                                  | 2  PASS VEH      TURNING RIGHT     SE N  NONE              TURN F/WRG LANE
              SEVERITY        PDO
--------------------------------------------------------------------------------------------------------------------------
 3   TURNING MOVEMENT         06-05-1 05PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              NONE
              SEVERITY        1I
     TURNING MOVEMENT         09-02-1 01PM RAIN   | 1  PASS VEH      TURNING LEFT      S  NW NONE              NONE
                                                  | 2  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
              SEVERITY        PDO
     TURNING MOVEMENT         04-12-2 04PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              NONE
                                                  | 2  PASS VEH      TURNING LEFT      NW NE NONE              TURN F/WRG LANE
              SEVERITY        1I
     TURNING MOVEMENT         04-14-2 12PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              NONE
              SEVERITY        1I
     TURNING MOVEMENT         05-20-2 06PM RAIN   | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              NONE
              SEVERITY        2I
     TURNING MOVEMENT         06-04-3 08AM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE SKIDDED           DISREG TRF SIGNL
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              NONE
              SEVERITY        PDO
     TURNING MOVEMENT         07-02-3 08PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              NONE
              SEVERITY        2I
     ANGLE                    12-31-3 02PM CLOUDY | 1  PASS VEH      STRAIGHT AHEAD    S  N  NONE              NONE
                                                  | 2  PASS VEH      STRAIGHT AHEAD    NW SE NONE              DISREG TRF SIGNL
              SEVERITY        1I
--------------------------------------------------------------------------------------------------------------------------
 4   TURNING MOVEMENT         02-23-1 11AM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NW SE NONE              NONE
                                                  | 2  PASS VEH      TURNING LEFT      S  NW NONE              DISREG TRF SIGNL
              SEVERITY        PDO
     ANGLE                    04-18-3 NOON RAIN   | 1  PASS VEH      STRAIGHT AHEAD    S  N  NONE              NONE
                                                  | 2  PASSENGER W/TRL STRAIGHT AHEAD  W  E  ATTN DISTRACTED   DISREG TRF SIGNL
              SEVERITY        2I
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                                                                          VEHICLE DESCRIPTION          PAGE  2
          ACCIDENT DESCRIPTION                        |VEHICLE
ZONE  COLLISION TYPE          DATE    TIME WEATHER|NO.  TYPE              MOVEMENT         FROM TO  DRIVER ACTION      DRIVER ERROR
----------------------------------------------------------------------------------------------------------------------------------
                                                                                                                      NONE
 2    TURNING MOVEMENT        02-01-4 02PM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    E  W  NONE               LFT TURN/TRAFFIC
                                                  | 2  PASS VEH           TURNING LEFT      W  N  NONE
              SEVERITY        (PDO)
      TURNING MOVEMENT        02-14-4 08AM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    SE NW NONE               IMP START F/STOP
                                                  | 2  PASS VEH           TURNING RIGHT     SE N  NONE               TURN F/WRG LANE
              SEVERITY         PDO
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 3    TURNING MOVEMENT        06-05-1 05PM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               NONE
              SEVERITY         1I
      TURNING MOVEMENT        09-02-1 01PM RAIN   | 1  PASS VEH           TURNING LEFT      S  NW NONE               NONE
                                                  | 2  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
              SEVERITY         PDO
      TURNING MOVEMENT        04-12-2 04PM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               NONE
                                                  | 2  PASS VEH           TURNING LEFT      NW NE NONE               TURN F/WRG LANE
              SEVERITY         1I
      TURNING MOVEMENT        04-14-2 12PM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               NONE
              SEVERITY         1I
      TURNING MOVEMENT        05-20-2 06PM RAIN   | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               NONE
              SEVERITY         2I
      TURNING MOVEMENT        06-04-3 08AM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE SKIDDED            DISREG TRF SIGNL
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               NONE
              SEVERITY         PDO
      TURNING MOVEMENT        07-02-3 08PM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               NONE
              SEVERITY         2I
      ANGLE                   12-31-3 02PM CLOUDY | 1  PASS VEH           STRAIGHT AHEAD    S  N  NONE               NONE
                                                  | 2  PASS VEH           STRAIGHT AHEAD    NW SE NONE               DISREG TRF SIGNL
              SEVERITY         1I
----------------------------------------------------------------------------------------------------------------------------------
 4    TURNING MOVEMENT        02-23-1 11AM CLEAR  | 1  PASS VEH           STRAIGHT AHEAD    NW SE NONE               NONE
                                                  | 2  PASS VEH           TURNING LEFT      S  NW NONE               DISREG TRF SIGNL
              SEVERITY         PDO
      ANGLE                   04-18-3 NOON RAIN   | 1  PASS VEH           STRAIGHT AHEAD    S  N  NONE               NONE
                                                  | 2  PASSENGER W/TRL    STRAIGHT AHEAD    W  E  ATTN DISTRACTED    DISREG TRF SIGNL
              SEVERITY         2I
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          ACCIDENT DESCRIPTION                                            VEHICLE DESCRIPTION
                                                   |VEHICLE
ZONE  COLLISION TYPE           DATE     TIME WEATHER|NO.  TYPE           MOVEMENT           FROM TO  DRIVER ACTION        DRIVER ERROR
=====================================================================================================================================

4    ANGLE                     07-17-3 02PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      NW SE NONE                 NONE
                                                   | 2  PASS VEH        STRAIGHT AHEAD      S  N  NONE                 DISREG TRF SIGNL
            SEVERITY            PDO

     ANGLE                     03-22-4 04PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      S  N  NONE                 NONE
                                                   | 2  PASS VEH        STRAIGHT AHEAD      NW SE NONE                 DISREG TRF SIGNL
            SEVERITY            PDO
-------------------------------------------------------------------------------------------------------------------------------------
5NW FIXED OBJECT               05-20-3 08PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      SE NW AVOIDING MANEUVR NONE      Traffic
            SEVERITY            II                                                                                       Island & Pole
-------------------------------------------------------------------------------------------------------------------------------------
6E   REAR-END                  03-22-1 10AM RAIN   | 1  PASS VEH        STRAIGHT AHEAD      E  W  NONE                 HIT STP/PARK VE' )
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  E  W  STOPPED /TRAFFIC     NONE
            SEVERITY            PDO
-------------------------------------------------------------------------------------------------------------------------------------
6S   TURNING MOVEMENT          04-10-1 10AM        | 1  PASS VEH        TURNING RIGHT       S  E  NONE                 DISREG TRF SIGNL
                                                   | 2  Bike            STRAIGHT AHEAD      W  E  NONE                 NONE
            SEVERITY            PDO
-------------------------------------------------------------------------------------------------------------------------------------
6NW REAR-END                   02-05-1 NOON CLOUDY | 1  PASS VEH        STRAIGHT AHEAD      NW SE NONE                 HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  NW SE STOPPED /TRAFFIC     NONE
            SEVERITY            PDO

     REAR-END                  03-03-2 01AM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      NW SE SKIDDED              HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  NW SE STOPPED /TRAFFIC     NONE
                                                   | 3  PASS VEH        STOPPED IN TRAFFIC  NW SE STOPPED /TRAFFIC     NONE
            SEVERITY            PDO

     REAR-END                  04-04-2 06PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      NW SE NONE                 HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  NW SE STOPPED /TRAFFIC     NONE
            SEVERITY            PDO
                                                                                                                                   )
     REAR-END                  10-22-2 03AM FOG    | 1  PASS VEH        STRAIGHT AHEAD      NW SE SKIDDED              NOT DECR SPEED
                                                   | 2  PASS VEH        STRAIGHT AHEAD      NW SE SLOWED DOWN          NONE
            SEVERITY            PDO
-------------------------------------------------------------------------------------------------------------------------------------
6
7E   REAR-END                  04-26-1 06PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      E  W  NONE                 HIT STP/PARK VEH
                                                   | 2  PASS VEH        STOPPED IN TRAFFIC  E  W  STOPPED /TRAFFIC     NONE
            SEVERITY            PDO

     REAR-END                  07-07-1 05PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD      E  W  NONE                 NOT DECR SPEED
                                                   | 2  PASS VEH        STRAIGHT AHEAD      E  W  NONE                 NONE
            SEVERITY            PDO
```

```
                         * * * * * * * * * * * * * * * * * * * * *
                         * INTERSECTIONAL  COLLISION  HISTORY    *
                         *               SUMMARY                 *
                         * * * * * * * * * * * * * * * * * * * * *

                        01/01/71  TO  01/01/72      01/01/72  TO  01/01/73      01/01/73  TO  01/01/74

                             NON-  PROP.                 NON-  PROP.                 NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL

ANGLE                    0     0     0              0     0     0              0     2     1      3
HEAD-ON                  0     0     0              0     0     0              0     0     0
REAR-END                 0     0     4      4       0     0     3      3       0     0     0
SIDESWIPE-MEETING        0     0     0              0     0     0              0     0     0
SIDESWIPE-OVERTAKING     0     0     0              0     0     0              0     0     0
TURNING MOVEMENT         0     3     5      8       0     4     1      5       0     4     3      7
PARKING                  0     0     0              0     0     0              0     0     0
NON-COLLISION            0     0     0              0     0     0              0     1     0      1
FIXED OBJECT             0     0     0              0     0     0              0     0     0
PEDESTRIAN               0     0     0              0     0     0              0     0     0
BACKING                  0     0     0              0     0     0              0     0     0
MISC.                    0     0     0              0     0     0              0     0     0

  TOTAL                  0     3     9     12       0     4     4      8       0     7     4     11

                        01/01/74  TO  03/31/74              TOTAL

                             NON-  PROP.                 NON-  PROP.
                       FATAL FATAL DAMAGE TOTAL    FATAL FATAL DAMAGE TOTAL

ANGLE                    0     0     1      1       0     2     2      4
HEAD-ON                  0     0     0              0     0     0
REAR-END                 0     0     0              0     0     7      7
SIDESWIPE-MEETING        0     0     0              0     0     0
SIDESWIPE-OVERTAKING     0     0     0              0     0     0
TURNING MOVEMENT         0     1     2      3       0    12    11     23
PARKING                  0     0     0              0     0     0
NON-COLLISION            0     0     0              0     0     0
FIXED OBJECT             0     0     0              0     1     0      1
PEDESTRIAN               0     0     0              0     0     0
BACKING                  0     0     0              0     0     0
MISC.                    0     0     0              0     0     0

  TOTAL                  0     1     3      4       0    15    20     35
```

Section M.11 St - Walnut St. (Eugene)
Highway Pacific West 7-22-74
County Lane
Kind of Work Traffic Signals
Prefix 20 0606

Project Allotment $
Project Length 1.3 miles
Completion Time 280 Cal Days
July 15 1976
FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 326,530
Anticipated Additional Items:		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		$ 3,500
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing	3,500 -	
Bikeway Signs		
Adjust Utilities		
		$ 330,030 -
Contingencies (4-1/2%)		14,851 35
Engineering (— %) City of Eugene)		0
TOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 344,881 35

RECEIVED
COUNTY & CITY SECTION
JUL 22 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Mill St.-Walnut St. (Eugene) Section
Traffic Signal Installation

Cost Estimate
~~BID SCHEDULE~~

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic	All Specified		
	For ________________	Lump Sum		$ 5500-
2.	Temporary Signs	430 sq.ft.		
	For ________________	per sq.ft.	$ 9.00	$ 3870-
3.	Flagmen	330 hours		
	For ________________	per hour	$ 12.00	$ 3960-
4.	Traffic Signal Installation, Complete	All Specified		
	For ________________	Lump Sum		$ 313,200-
		Total ~~Amount of Bid~~	$	326,530-
				3,500
				330,030
		4½% Constr Engr. (by City)		14,851 35
				0
				344,881 35

Addn'l Items
Controller testing - 3500-

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Date: 6-25-74

Section: Mill St.-Walnut St. (Eugene)

Highway: Pacific West

County: Lane

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
JUL 19 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic For	All Specified Lump Sum		$ 5,541.10
2.	Temporary Signs For	per sq. ft. (430)	$ 8.13	$ 3,495.90
3.	Flagmen For	per hr. (330)	$13.00	$ 4,290.00
4.	Traffic Signal Installation, Complete For	All Specified Lump Sum		$ 313,173.00
5.				

ESTIMATED CONTRACT COST $ 326,500.00

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller testing (State)	$ 3,500.00	
Other (City Work)	$ 13,620.00 *	$ 3,500.00
Engineering and Contingencies (4½% State)	$ 13,740.00 ** +	

ESTIMATED PROJECT COST ~~$330,000.00~~

See attachment
$345,000

Scheduled for letting August 1974

Type of project TOPICS & Title 2

Financial participation ______

* City work not charged to contract
** City to do field engineering not charged to contract

Paul: $165,000 TOPICS
$165,000 Title 2

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL INSTALLATION
Mill St. - Walnut St. (Eugene) Sec.
Pacific Hwy. West - Lane Co.

Item Description	Qty.	Unit	Material Unit Cost	Material Total	Labor Unit Cost	Labor Total
Pole w/15' arm	5	ea	760.00	3,800.00	75.00	1 375.00
Pole w/20' arm	4	ea	775.00	3,100.00	75.00	300.00
Pole w/25' arm	2	ea	946.00	1,892.00	75.00	150.00
Joint pole w/20' arm & 12ft. light arm	13	ea	950.00	12,350.00	80.00	1,040.00
Joint pole w/30' arm & 12ft. light arm	1	ea	1,125.00	1,125.00	80.00	80.00
12½' x 4½" std. schedule 40 pipe	10	ea	150.00	1,500.00	65.00	650.00
3'-6"x4½" std. schedule 40 pipe	9	ea	25.00	225.00	20.00	180.00
8 ft. signal pedestal	5	ea	120.00	600.00	50.00	250.00
20 ft. signal arm	1	ea	140.00	140.00	40.00	40.00
Portland cement concrete	110	cu.yd	26.00	2,860.00	60.00	6,600.00
Concrete pull box (53 in place)	69	ea	40.00	2,760.00	30.00	1,590.00
Terminal cabinet	40	ea	80.00	3,200.00	30.00	1,200.00
Ground rod	34	ea	6.00	204.00	10.00	340.00
Meter base	10	ea	9.00	90.00	38.00	380.00
Misc. hardware	1	all	500.00	500.00	500.00	500.00
Service cabinet w/30 amp. breaker	3	ea	70.00	210.00	30.00	90.00
Service cabinet w/40 amp. breaker	7	ea	70.00	490.00	30.00	210.00
Detector amplifier cabinet	3	ea	70.00	210.00	30.00	90.00
Loop detector in place	114	ea	5.60	638.00	30.00	3,420.00
Loop amplifier	47	ea	130.00	6,110.00	--	--
Delay timer	6	ea	120.00	720.00	--	--
Interior Illuminated sign	17	ea	130.00	2,210.00	38.00	646.00
Epoxy	45	gal	10.00	450.00	15.00	675.00
12"R, 8" Y, 8" G vehicle signal	12	ea	186.00	2,232.00	60.00	720.00
12"R, 12"Y, 12"G vehicle signal	34	ea	233.00	7,922.00	60.00	2,040.00
Programmed vehicle signal	13	ea	631.00	8,203.00	80.00	1,040.00
1way, 2 section pedestrian signal	42	ea	210.00	8,820.00	38.00	1,596.00
Pedestrian pushbutton and signs	44	ea	21.00	924.00	30.00	1,320.00
2-phase control in P cabinet w/local coordination unit	2	ea	9,100.00	18,200.00	50.00	100.00
3-ph. control in P cab. w/local coor.unit	2	ea	12,500.00	25,000.00	70.00	140.00
5-ph. control in P cab. w/local coor.unit	2	ea	17,000.00	34,000.00	100.00	200.00
5-ph. control in P cab. w/master coor.unit	1	ea	20,000.00	20,000.00	150.00	150.00
Cast aluminum frangible base	10	ea	100.00	1,000.00	30.00	300.00
30 conductor control cable #14	8960	ft	1.50	13440.00	0.50	4,480.00
4 conductor control cable #14	6090	ft	0.24	1,462.00	0.18	1,096.00
5 conductor control cable #14	4500	ft.	0.31	1,395.00	0.18	810.00
No. 6 bare copper wire	4470	ft.	0.10	447.00	0.10	447.00
No. 6 TW wire	1230	ft	0.10	123.00	0.12	148.00
No. 8 TW wire	500	ft	0.06	30.00	0.11	55.00
2 Wire No. 10 UF cable	3600	ft	0.11	55.00	0.09	324.00
2 Wire No. 14 UF cable	2000	ft	0.08	160.00	0.08	160.00

Item Descriptio	Qty.	Unit	Unit Cost	otal	Unit Cost	Total
No. 14 THWN wire (exclusive of loops)	7,700	ft.	0.05	385.00	0.07	539.00
2 Wire No. 16 shielded cable	13,620	ft.	0.06	817.00	0.07	953.00
½" P.V.C. conduit	2,540	ft.	0.17	432.00	1.75	4,445.00
1" P.V.C. conduit	600	ft.	0.25	150.00	1.75	1,050.00
1¼" P.V.C. conduit	950	ft.	0.33	314.00	1.90	1,805.00
1½" P.V.C. conduit	320	ft.	0.39	125.00	2.12	678.00
2" P.V.C. conduit (1900' in place)	9,000	ft.	0.53	4,770.00	2.50	4,750.00
2½" P.V.C. conduit	750	ft.	0.83	623.00	2.87	2,153.00
3" P.V.C. conduit	550	ft.	1.08	594.00	3.25	1,788.00
3½" P.V.C. conduit	10	ft.	1.12	11.00	3.25	33.00
Saw cut(loop feeders)	1,370	ft.	--	--	1.25	1,713.00
Trench in concrete (interconnect)	2,450	ft.	---	--	3.00	7,350.00
Trench in dirt (interconnect)	2,020	ft.	---	--	1.00	2,020.00
Remove existing signals	7	ea	---	--	1000.00	7,000.00
			TOTALS	193,459.00		73,759.00

Material	$193,459.00
Labor	73,759.00
Profit	40,083.00
Miscellaneous	5,872.00

Contract Signal Estimate $313,173.00

Oregon State Highway Division

Federal-Aid Project
No. T-HHS-5010(6)

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, July 22, 1974

P.S. and E. Estimate.

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 5,500.00
Temporary Signs	430 sq.ft.	9.00	3,870.00
Flagmen	330 hours	12.00	3,960.00
Traffic Signal Installations, Complete	All Required		313,530.00

Additional Items

Controller Testing	All Required	$ 3,500.00
		3,500.00
	Subtotal	$ 330,030.00
	Engineering	33,003.00
	Total	$ 363,033.00

Length of Roadway - - - 0.00 miles

Federal Funds	$ 307,346.00
State Funds	27,843.50
City Funds	27,843.50
Total	$ 363,033.00

	Total Cost	Pro Rata	Federal Funds
Topic Funds (G-1)	$163,567.00	78.15%	$127,827.00
HHS Funds (G-2)	199,466.00	90.0%	179,519.00
	$563,033.00		$307,346.00

Group 1-45%
Group 2-55%

Contract No.

Prefix

May 24, 1974

T-HHS-5010(6)

FORM 2-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

Ben
Chase
H

DATE July 10, 1974

TO E. S. Hunter
Assistant State Highway Engineer

L E George

FROM L. E. George
Traffic Engineer

T-5010(6)
Reject Bids in May 1974

SUBJECT Proposed Project
Section 209
1973 Highway Safety Act

It is recommended that the TOPICS project to revise the signal system on Franklin Blvd. (Hwy. 1W) in Eugene be partially financed by section 209 of the 1973 Highway Safety Act.

This project would have direct safety benefits to warrant expenditure under Title II funding. In addition the system can be expected to reduce the number of rear-end and angle collisions by better observance to the traffic signals. The overall traffic operations through the area should be improved as intended under TOPICS.

The total ~~TOPICS~~ Funds monies available for this job are $ 165,086.20. The remainder to be financed by Section 209 would be approximately $ 165,000.

The scheduled bid opening for the revised project is August 29, 1974. If you approve this additional funding, programming should proceed immediately. Project management should have all necessary information from the TOPICS application.

GE:cc

cc: R. L. Schroeder
L. W. Rulien
Alfred Shirley

7-11
Rulien
[illegible]
ESH

$163,567-

Fed funds
$127,827-

RECEIVED
JUL 11 1974
PROJECT MANAGEMENT SECTION

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
BEN GIFFORD

NOTED
R N CHASE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Mill Street-Walnut St. (Eugene) Section
Oregon Project No. T-5010(6)

Concurrence is requested in rejecting the bids received May 23, 1974 for the subject project. The low bid received from Hamilton Electric Inc. of Eugene, in the amount of $333,258.50 which is $89,928.50, or 36.9 percent above our Engineer's estimate of $243,330.00, is considered too high for the Oregon Transportation Commission and the City of Eugene to accept. Three other bids were received in the amounts of $366,189.40, $404,762.00, and $415,827.80.

Discussions are being held with the City of Eugene to find an alternate method to accomplish the work as well as financing for the project. You will be contacted when an agreement is reached.

Two copies of the bid tabulations are attached; if further information is needed, please advise.

Federal Highway
Administration Endorsement

Date 6-12-74

I concur in rejecting the bid.

G. L. Green, Division Engineer

NOTED
R N CHASE

RECEIVED
JUN 13 1974
PROJECT MANAGEMENT SECTION

DAR:dg

OREGON STATE HIGHWAY DEPARTMENT
FORM E-220 (REV. 3-68)

SUBJECT: T-5010(6) Tr. Signals
TOPICS Proj. Mill-Walnut (EUGENE)
DATE: 5-23-74 Pac. Hwy West 1W

TO: PROJ. MNGT.

FROM: Co-City

Bids were taken this date on a TOPICS project in the City of Eugene. There were four bidders, all of which were considerably over the engineers estimate of $243,330.00 The lowest bid was approx. $333,258.50 (37%) over estimate.

The City Engnr. (Bert Teitzel) was notified that the city's portion of project cost was $205,000.00 and in that event it was requested all bids be rejected.

City is concerned as to the consequence of them losing this Fed Aid apportionment &/or could

(SIGNATURE)

PLEASE REPLY HERE

the project be modified in length or reviewed as to the realism of engineers estimate in comparison to bidders proposals.

V.N. Harrell
Asst. Engr.

☐ ENGR ☑ ASST. ☐ DE ☐ AE ☐ UE
☑ UFE ☐ CE ☐ ☐ ☐

copy to Rubin
Chase - Shirley
George - Layton

(DATE)

(SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER, RETAIN SHEET 1.

5-23-74

MILL ST.-WALNUT ST. (EUGENE) SECTION

PACIFIC HIGHWAY WEST

LANE COUNTY

FAP No. T-5010(6)
1.3 Miles Traffic Signals

Bids Received May 23, 1974

1. Temporary Protection and Direction of Traffic	All Specified		$ 5,000.00
2. Temporary Signs	430 sq.ft.	9.00	3,870.00
3. Flagmen	330 hours	12.00	3,960.00
4. Traffic Signal Installation, Complete	All Specified		230,500.00
	For Comparison of Bids		$ 243,330.00

BID OVERRUN 37%

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$243,330.00	333,258.50
Anticipated Additional Items:			
Controller Testing	3,500.00		
		3,500.00	3,500.00
		$246,830.00	336,758.50
Contingencies (4-1/2%)		11,107.35	15,154.13
Engineering (0%) (By City of Eugene)		0	0
Estimated Net Authorization, Constr.		$257,937.35	$351,912.63

Estimated funds available (matched)	165,086.20
Total TOPICS funds (Federal share)	128,767.24
Amount to be shared equally	- $36,318.96
city & state share	- 18,159.48

Total estimated cost of project	- 351,912.63
Less Federal and state share	- 146,926.72
City share of project	- $204,985.91

Mill St. - Walnut St. (Eugene) T-5010(56)

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		5,000
2	Temporary Signs	Sq. Ft.	430	9 -	3870
3	Flagmen	Hour	330	12 -	3960
4.	Traffic Signal Installation, Complete	Lump Sum	All Spec		230,500
					243,330
		Add'l Items			3,500
	Add'l Items				
					246,830
	Controller Testing - $3500				
		4½% Contin -			11,107^{35}
		(Engr by City)			
				$	257,937^{35}

RECEIVED
COUNTY & CITY SECTION
APR 11 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities and Cost Estimates Between Advertising and Letting Dates

Federal-Aid Projects

Letting Date May 23, 1974 Project Name Mill St. - Walnut St. (Eugene)

FA No. T 5010 (6) Hwy. Pacific Highway West Co. Lane

Changes:

(1) Deleted Paragraph requiring separate wiring harness

(2) Changed size of Loop detectors from 6'x6' to 3'x3'.

Discussed with BPR 5 - 8, 1974, by Galloway

BPR Recommendation: Approved

by Glenn Hoover

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 9, 1974

Revision Letter No. 1
Page 1 of 1

TO PLAN HOLDERS

FROM E S Hunter
E. S. Hunter
Assistant State Highway Engineer

Approved Date 5-10-74
G. L. Green, Division Engineer
Oregon Division
Federal Highway Administration
By Title ~~District Engineer~~

SUBJECT Mill St. -Walnut St. (Eugene)
Traffic Signal Installation Project
(Bids scheduled to be opened and read May 23, 1974)

This letter is to inform you of revisions to the special provisions and plans for the above-named project.

1. On page 24 of the special provisions delete the last paragraph of subsection 661.45 (e-4). The separate wiring harness will not be required under the contract.

2. Loop detectors for this project shall be 3' x 3' with 4 turns of wire, instead of 6' x 6' with 3 turns of wire as indicated on the plans. The loops shall be placed with the point in the direction of traffic flow.

The above revisions will become a part of the contract for this project by incorporation of this letter therein. It will be understood that your bid has been submitted accordingly.

R N CHASE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8063

J

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 16, 1974

Mr. Hugh McKinley, City Manager
City of Eugene
P. O. Box 1967
Eugene, Oregon 97401

1919

304-K

Dear Mr. McKinley:

We have reviewed the status of the TOPICS Program and find that jobs completed plus jobs committed prior to receiving your May 1, 1974 letter, will expend the available monies.

The response to this program has been enthusiastic and should lead to a smooth transition to urban funded projects.

I am sorry that there remains no TOPICS monies to fund additional projects in Eugene or elsewhere.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

NOTED
F. B. KLABOE

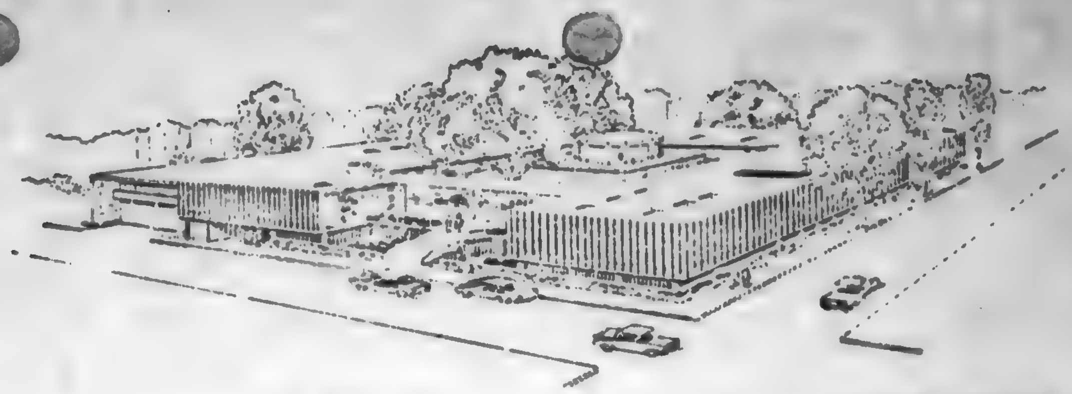
LWR:pr jf

bc: F. B. Klaboe ✓
A. E. Johnson
L. W. Rulien
H. S. Cox

RECEIVED
STATE HWY ENGR
MAY 17 '74
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CITY
OF
EUGENE



OFFICE OF THE CITY MANAGER — P.O. BOX 1967 — EUGENE, OREGON
503/687-5010 97401

May 1, 1974

Mr. Fred Klaboe
Administrator and State Highway Engineer
Highway Building
Salem, Oregon

Dear Fred:

The purpose of this letter is to outline for you my thoughts regarding the April 9 TOPICS letter from H. S. Cox.

We have two TOPICS projects authorized that have not been bid. They are Franklin Boulevard (out to bid now) and 30th and Hilyard. County-City projects have informed my staff that the TOPICS funds for this urban area will in all probability not be enough to fund the Franklin job, let alone the 30th and Hilyard project.

It seems logical and only fair to me that enough of the leftover TOPICS funds mentioned in the April 9 letter to fund both the Franklin and 30th and Hilyard jobs be allocated to this urban area. These projects are on-going and certainly should take priority over any new jobs in my view.

Such an allocation would also enable us to stretch the FAU funds further and that capability we certainly need. Your early and hopefully favorable consideration to this request will be greatly appreciated.

Very truly yours,

Hugh McKinley
City Manager

Ref #304
5/6

37
Hunter
FOR

HM:d
cc-Pub Wks, Trfc

5/13

May 13, 1974
(date)

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway West

Section Mill Street-Walnut Street, Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

May 14, 1974
(date)

By City Manager

By
Commissioner

By
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 15 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

cc:
Duane Ridenger
Project Mgt Section

May 13, 1974
(date)

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

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Highway Pacific Highway West

Section Mill Street-Walnut Street, Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

May 14, 1974
(date)

By H. McK
City Manager

By
Commissioner

By
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 15 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

cc:
Duane Ridinger
Project Mgt Section

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-10-74

FEDERAL AID PROJECT NO.: -5010(6)

STATE PROJECT NO.: Hill St. - Walnut St. (Eugene) Section

COUNTY NAME: Lane

PROGRAM NO.:

ITEM NO.: T-74A

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 74
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act

DATE PS&E APPROVED May 1, 1974	DATE AUTHORIZATION EFFECTIVE May 1, 1974	FEDERAL ROUTE NUMBER Type II and Primary Route 3 STATE ROUTE NUMBER City Street and Primary Route 1W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
After concurrence in award you are authorized to proceed with item listed below as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Comptroller Set Testing $3,500.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 29, 1974 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
MAY 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 5-10-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CC: Gallagher & Glenn 6-10-74

5-14-74

D. Ridings

FORM 2-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 18, 1974

TO L. W. Rulien
Project Management Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
Topics Project
Bid Opening May 23, 1974

T-5010(6)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

Mill Street - Walnut Street (Eugene)

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:a

cc R. L. Schroeder
V. E. Skoog
James E. Chidsey
W.H. Haskin
Duane Ridings ✓
Frank Lowe
M. R. Mitchell

Oregon State Highway Division

Federal-Aid Project
No. T-5010(6)

MILL STREET-WALNUT STREET (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, April 16, 1974

P.S. and E. Estimate

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Temporary Signs	430 sq.ft.	9.00	3,870.00
Flagmen	330 hours	12.00	3,960.00
Traffic Signal Installations, Complete	All Required		230,500.00
			$ 243,330.00

Additional Items

Controller Testing	All Required	$ 3,500.00
		$ 3,500.00
	Subtotal	$ 246,830.00
	Engineering	24,683.00
	Total	$ 271,513.00

Length of Roadway - - - 0.00 mile

Federal Funds	$ 212,187.00
State Funds	29,663.00
City Funds	29,663.00
Total	$ 271,513.00

Group 1 - 100%

Contract No.

Prefix:

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 6, 1973

SUBJECT: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway & Franklin Boulevard

TOPICS Project T-5010(8)
Franklin Boulevard @ 11th Avenue

To: Mr. L. H. Young
Office Engineering

BUILDING

Attention: Mr. R. N. Chase

At a meeting held in Eugene, it was determined that it will not be necessary to revise the traffic signal at 11th Avenue as part of TOPICS Project T-5010(8).

Please re-program these two projects so that all of the traffic signal modifications are part of Project T-5010(6). ✓

Richard H Bladorn
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat

cc: L. E. George

cc: R. L. Schroeder
L. E. George
A. Shirley, Jr.
Glenn Hossner, FHWA

MEMO TO THE FILES

July 31, 1973

Re: TOPICS Project T-5010(6)
Mill St.-Walnut St. Section
Broadway & Franklin Blvd.
City of Eugene

A meeting concerning the installation of a computerized signal system on the subject project was held on July 27, 1973 in the Earl L. McNutt Room of the Eugene City Hall.

Al Williams opened the meeting by summarizing the project background, outlining present needs, and the future anticipated incorporation of nearly all signalized intersections into the computer system.

The ensuing discussion covered several different approaches to solving the technical problems involved in a computer installation.

A need was stressed for a definite overall master plan for a total system, broken down into phases on a priority basis. Mr. Williams felt it was not practical to commit the City to a definite plan stretching over a period of years without being assured of adequate funds to complete the project.

Mr. Williams will review the project needs and will submit a proposal to be presented to the FHWA for approval.

Present at the meeting were:

NAME	REPRESENTING
Al Williams	Eugene
Marshall Jacks	FHWA (Wash., D.C.)
Robert C. Harp	" " "
Elmer J. Leland	FHWA (Portland)
Clyde Leighty	" "
Glen Hossner	FHWA (Salem)
Dick Bladorn	OSHD
Dick Unrein	OSHD
Bill Zirbes	OSHD
Ed Gossack	Econolite
Ted Morehead	Automatic Signal Div. of L.F.E.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Richard Bladorn

RB:ljt

Richard Bladorn
Urban Program Engineer
County and City Section

Budget Bureau No. 41-R2068; App

U.S. DE

MONTHLY TRANSACTION NO. 7-16

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2	2	SR 99 Mill St. to Walnut St. (Eugene)		30,000	30,000	92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Traffic Signals & Channelization								T-	5010(6)

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Lane

NAME OF URBAN AREA: Eugene

F.A. SYSTEM: Primary & Primary Type II

RTE NO.: T P

FEDERAL AID: 3

STATE: 1W

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1		14	41	42	43 - 46	53									
5	7-12-73				PE ROW CONST (Safety)		ITEM AS NOW PRO-GRAMED	74	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	210,000	133,400	38,300(City) 38,300	Modify grade interse interse channe additi
										PROJECT TOTAL	0.0	210,000	133,400	76,600	
5					PE ROW CONST (Safety)		RE-QUESTED REVISION	74-A	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	160,000	101,640	29,180(City) 29,180	Modify grade 6 inte
										PROJECT TOTAL	0.0	160,000	101,640	58,360	

PROJECT COST

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

1 — COLUMN 14 ⟶ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

7-16

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

OJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
R 99 Mill St. to Walnut St. (Eugene)		30,000	30,000	92	10	Oregon	35	077	74

ED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
& Channelization								T-	5010(6)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

TOPICS

COUNTY NAME: Lane — CODE: 039

Eugene

F.A. SYSTEM: Primary & Primary Type II

RTE NO.: T P — FEDERAL AID: 3 — STATE: 1W — U.S.: --

		STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
MST fety)		ITEM AS NOW PRO-GRAMED	74	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	210,000	133,400	38,300(City) 38,300	Modify, reconst. & upgrade traf. signals at 7 intersections. Widen one intersection to provide channelization for an additional left-turn lane.
					PROJECT TOTAL	0.0	210,000	133,400	76,600	
ST ety)		RE-QUESTED REVISION	74-A	T-5010(6)	SR 99 Mill St. to Walnut St. (Eugene) "Mill St.-Walnut St. (Eugene) Section"	0.0	160,000	101,640	29,180(City) 29,180	Modify, reconst. & upgrade traf. signals at 6 intersections.
					PROJECT TOTAL	0.0	160,000	101,640	58,360	

PROJECT COST

ess submitted Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE:

-OVER-

wo or more projects. Prepare a form PR-1 for all
en such action.

REASON FOR CHANGE: To split project as originally programed into two separate projects as Item 74-A, Project T-5010(6), to modify, reconstruct and upgrade traffic signals at six (6) intersections, and Item 74-B, Project T-5010(8), to replace existing traffic control signals and widen one intersection to provide channelization for an additional left-turn lane.

The split is made because the work under Item 47-B, Project T-5010(8), is ready for contract in September 1973, and is urgently needed in order to eliminate the present over-capacity problem at the existing left-turn lane on Franklin Ave. at 11th Ave. The balance of the work remaining as Item 74-A, Project T-5010(6), is delayed until sometime early in 1974 as the question of mini-computers is not yet resolved. This change was requested by the City and approved by the Highway Division.

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (18) (20) — PROJECT LOCATION (45 typewriter spaces) 21 65 — ADT — FUTURE (66) (70) YEAR (71) (72) — REGION (74) (75) — STATE NAME — STAT CODE (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62 — NATL. FOREST (63) (65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75 — PROJECT NUMBER: PREFIX LETTER(S) 14 23 — NUMBER-AGR. NO. 7

CARD 4 — CLASS OF FEDERAL FUNDS ¹ — COUNTY NAME — NAME OF URBAN AREA 17-41 — F.A. SYSTEM — RTE NO. — FEDERAL AID — STATE (32)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHA PRO
1	(14-)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST (Safety)		Re-quested Re-vision	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,760	9,120(City) 9,120	Replace ex control si one inters vide chann an additio lane.
										PROJECT TOTAL	0.0	50,000	31,760	18,240	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — CODE 11 — COLUMN 16 ⟶

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: ~~OVER~~

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: September 26, 1972

OTHER:

PROGRAM REVISION REQUESTED
DATE July 6, 1973
SIGNATURE
Office Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APPROVED
DATE JUL 12 1973
SIGNATURE Original S
VERNON V.
TITLE Engineering

¹ If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

OSED WORK (35 spaces) 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY: POST MI. MI. (24) (26)	DESIG. 27

UNDS 1

COUNTY NAME

CODE 14 16

F.A. SYSTEM

RTE NO.

FEDERAL AID: STATE (32) (36) U.S. (37) (41)

ORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
… 46	53					(54) (58)	(59) (66)	(67) (76)		
OW ONST Safety)		Re-quested Re-vision	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,760	9,120(City) 9,120	Replace extg. traf. control signals & widen one intersection to provide channelization for an additional left-turn lane.
					PROJECT TOTAL	0.0	50,000	31,760	18,240	
E OW ONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
					PROJECT TOTAL					

e been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

~~OVER~~

two or more projects. Prepare a form PR-1 for all ing from such action.

1972

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 6, 1973	DATE	DATE JUL 12 1973
SIGNATURE	SIGNATURE	SIGNATURE Original Signed By VERNON V. CUSACK
Office Engineer	TITLE	TITLE Engineering Coordinator

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORMS ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48068-P61

Budget Bureau No. 41-R2067; App

U.S. DEP

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

7-6-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	SR 99 Franklin Blvd. at 11th Ave. (Eugene)	**ADT**	30,000	*30,000	92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Traffic Singals & Channelization								T-	5010

CARD			
4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Lane	CODE 039
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. T P	FEDERAL-AID 3 / STATE 1W / U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 99 Franklin Blvd. at 11th Ave. (Eugene)					
5					**ROW**							
5					**CONST** (CODE) (Safety) Y031 Y008		"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150	9,150 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.0	50,000	31,700	9,150	9,150 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

FHWA
7-12-73

*Assumed Roosevelt Route constructed (based on Eugene-Springfield Area Transportation Study)

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-6-73

PROJECT LOCATION (45 typewriter spaces): SR 99 Franklin Blvd. at 11th Ave. (Eugene)

ADT PRESENT: 30,000 FUTURE: *30,000 YEAR: 92

REGION: 10

STATE NAME: Oregon

STATE CODE: 35 APPN CODE: 077 ITEM NO.: 74-B

POSED WORK (35 typewriter: ls & Channelization

NATL. FOREST:

FH ROUTE NO.: SUPV AGCY: DA CLASSIF.: DA AREA:

EMERG. YR.: PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): T- NUMBER: 5010 SEQ. NO.: (8)

I. Projects Only — POST MI.: DESIG.:

UNDS: TOPICS

Eugene

COUNTY NAME: Lane CODE: 039

ROUTE NO.: T P FEDERAL-AID: 3 STATE: 1W U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99 Franklin Blvd. at 11th Ave. (Eugene)						Replace extg. traf. control signals & widen one intersection to provide channelization for an additional left-turn lane.
ROW								
CONST (CODE) Safety) Y031 Y008		"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150	9,150 (City)	ROW-120' normal; access control-partial; parking restrictions-complete.
		PROJECT TOTALS	0.0	50,000	31,700	9,150	9,150 (City)	

PROVAL DATES

2-73

REMARKS

*Assumed Roosevelt Route constructed (based on Eugene-Springfield Area Transportation Study)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION
Project No. T-5010(8)

Existing Facilities: Franklin Blvd. (Pac. West Hwy.): 84' curbed paved section providing 4 traffic lanes and a 30-foot median.

Project Data: Replace existing traffic control signals at intersection of Franklin Blvd. at 11th Ave. Widen north side of Franklin Blvd. at 11th Ave. to provide northbound traffic with three through lanes and channelization for two left-turn lanes.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that this intersection has experienced a high number of accidents. The proposed signal work and channelization, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at this intersection.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA June 21, 1972.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3, Franklin Blvd. (Pacific West Hwy.)

Requirements of PPM 90-1: Negative environmental declaration concurred in by FHWA September 26, 1972.

State and District 5 Clearinghouse Approval: Exempt from review under working agreements dated April 28, 1970 and September 22, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: Granted by FHWA under memorandum dated September 26, 1972.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37: 100% of project is on FA Primary System.

MEMO TO R. N. CHASE DATE: June 25, 1973
TOPICS PROJECT PROGRAMING PHASE I

CITY: Eugene SECTION: Franklin Boulevard @ 11th Avenue

PROPOSED WORK: Signals and widening.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	50,000	30,000	10,000	10,000	

P.E. None (Agreement dated 12/1/69; Eugene pays for all P.E.) ~~FIELD~~ ~~P.S.&E. Preparation~~

EXISTING FACILITIES:

Franklin Blvd.: 84' pavement with 30-foot median - 4 lanes - curbed.

PROJECT DATA: Reconstruct existing traffic control signal on Franklin Boulevard at 11th Avenue. Widen north side of Franklin Boulevard at 11th Avenue to provide northbound traffic with three through lanes and two left-turn lanes.

PROJECT NO.: T-5010(6)
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: FAP Type II System approved by FHWA 6/21/72
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 5 CLEARINGHOUSE APPROVAL:
HEARING: None required.
ACCESS CONTROL: Limited as to location.
PARKING RESTRICTIONS: No parking on Franklin.
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 9/26/72.
ADT:

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

DATE: June 25, 1973

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING PHASE II

CITY: Eugene SECTION: Mill St.-Walnut St., Broadway St. & Franklin Blvd.

PROPOSED WØRK: Signals, interconnect & widening.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	160,000	96,000	32,000	32,000	

P.E. None (Agreement dated 12/1/69; Eugene pays for all P.E.)
~~FIELD~~ ~~P.S.& E. Preparation~~

EXISTING FACILITIES:

Broadway St.: 64' pavement with 4-foot median - 4 lanes - curbed

Franklin Blvd.: 84' pavement with 30-foot median - 4 lanes - curbed

PROJECT DATA: Modify existing traffic control signal at Broadway St. and Mill St. Reconstruct existing traffic control signals at five additional intersections on Broadway St. and Franklin Blvd. Replace existing single wire interconnect with a multiple wire system including a new master controller and sampling detectors.

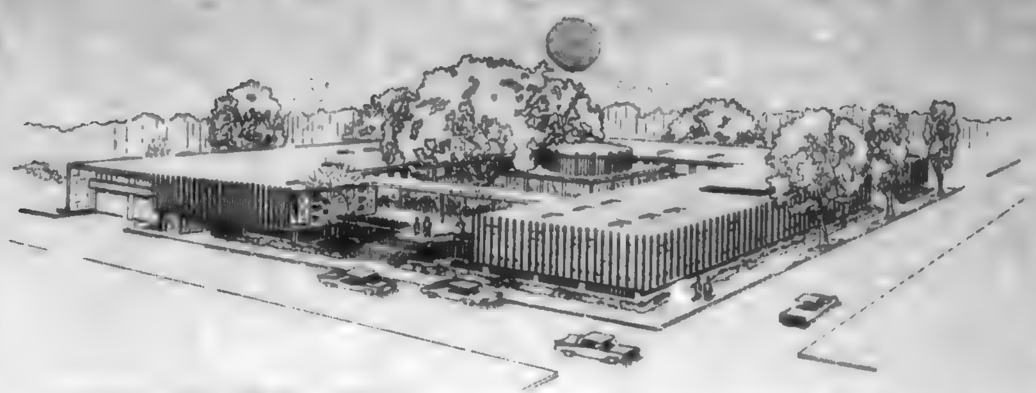
PROJECT NO.: T-5010(6)
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: FAP Type II System approved by FHWA 6/21/72.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3 (Broadway St. & Franklin Blvd.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 5 CLEARINGHOUSE APPROVAL:
HEARING: None required.
ACCESS CONTROL: Limited as to location.
PARKING RESTRICTIONS: No parking on Broadway or Franklin.
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 9/26/72
ADT:

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

June 20, 1973

County-City Projects
Oregon Highway Division
Highway Building
Salem, Oregon

Gentlemen:

This letter will serve as our official request that the left turn pocket at 11th Avenue on the Topics (Franklin Blvd.) job be advanced in time and done as Phase One of the total project.

It is necessary in our opinion to do this in order to eliminate the over-capacity problem for the turn lane. Vehicles are backing out of the pocket into through lanes causing rear end accident potential and decreasing the capacity on Franklin Boulevard.

Very truly yours,

Alva Williams by FB

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

RECEIVED
COUNTY & CITY SECTION
JUN 21 1973
☑ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐

MEMO TO FILE
June 8, 1973

RE: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway & Franklin Boulevard
City of Eugene

Glen Hossner phoned to say that their Washington D. C. office has requested that the meeting concerning a mini-computer system for the subject project be postponed until Friday, July 27, 1973.

I phoned Al Williams in Eugene and he concurred with the change.

The meeting will be in Eugene at 10:30 AM on the above date.

It is anticipated that the following people will attend this meeting:

FHWA - Marshall Jacks and his assistant
Elmer Leland
Glen Hossner

OSHD - Bill Zirbes
Glen Clark
Bob Judson
Dick Bladorn

Richard Bladorn
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
cc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
A. Shirley, Jr.
G. K. Hossner (FHWA)

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

MEETING w/CITY OF EUGENE
RE: Mini Computers for Mill-Walnut project.

July 13, 1973 10:30 Am in Al Williams'
OFFICE.

FHWA - Marshall Jacks Wash. D.C.
Elmer Leland
Glen Hossner

OSHD - Bill Zirbes
Dick Bledorn
Glen Clark
Bob Jackson

Letter from City requesting that widening on Franklin @ 11th be done now -

Phoned Al Williams re: above 6-1-73
Also Glen Clark

8063

May 31, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Oregon Project T-5010(6)
Mill Street-Walnut Street Section
Broadway and Franklin Boulevards
City of Eugene

I understand that a meeting with representatives from your office has been scheduled for Friday, July 13 to discuss the suggestions contained in your letter of April 30 concerning the mini-computer involved with the traffic signal installation in the City of Eugene.

The results of this meeting should speak to the guidelines suggested for computer system acquisition as shown in the attachment to your letter.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf

bc:
F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
A. J. Shirley

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

May 4, 1973

Re: TOPICS Project T-5010(6)
Mill St.-Walnut St. Section
Broadway & Franklin Blvd.

Dear Mr. Williams:

Attached is a copy of the Federal Highway Administration's comments concerning your request to add a mini-computer system to the subject project.

Also attached is a copy of a Guideline for Computer System Acquisition furnished by the FHWA.

Please advise as to what action you now wish to take on this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

bc: A. E. Johnson
R. L. Schroeder
L. E. George, w/att. (Guidelines for Computer Acquisition)
L. H. Young
A. Shirley, Jr.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 30, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(6)
Mill Street-Walnut Street Section
Broadway and Franklin Boulevards
City of Eugene

By letter of February 27 Mr. Bladorn submitted a request to use a mini-computer system as part of subject project. This request with supporting material has been reviewed by our Regional and Washington staff and it was concluded that the computer signal proposal for seven signals appeared to be more sophisticated than is necessary and that a more simplified approach should be utilized to accomplish desired results.

The above review also indicated Eugene's Specification describes a proprietory system that does not take advantage of the experience now being obtained in the Washington D. C. UTCS Study. The UTCS software is expected to be available by July 1 at no cost to cities.

With the availability of free software and the benefit of current experience now being obtained from existing signal systems including UTCS, it is suggested that Eugene consider the preparation of specifications to meet its needs, using the attached guidelines for a system utilizing the UTCS concept and software. This approach should be projected not only to Franklin Boulevard but to all of the signals in Eugene.

Attachments
Guidelines for Computer System Acquisition (2)

RECEIVED
STATE HWY ENGR
MAY 2 73
REFER TO
Hunter TAA
FOR
Info Inves R/D DIR Sign Act File

RECEIVED
MAY 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINE...

NOTED
A. E. JOHNSON

Bud
Your opinion pls.
[illegible]
Ed H

72

5-3-73
Copy of attachment & letter
to Dick Bladorn.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Guidelines For Computer System Acquisition

Functional System Description or Design

An adequate functional system description should be developed prior to issuing specifications for a computer system. The functional system description should describe what is required and why. It should address the following items:

1. Describe the initial scope, and workload and the projected workload expansion required of the system (number of intersections, vehicle detectors, peak load/valley loading etc.)
2. Responsiveness requirements (initially and future)
3. Hardware, software, communications and vendor support requirements (initially and future)
4. Scheduling of augmentations for expansion
5. Staffing requirements (initially and future)

COMPUTER SYSTEM SPECIFICATIONS

The substance of an adequate computer systems specification should be derived directly from the functional system description. The specification should be definitive but broad enough to allow a wide range of vendors to respond so as to preserve the competitive concept of such acquisitions. Competitive bids result in selection and acquisition of the best computer hardware, software, communications and vendor support for the least cost.

Specifications must be deliniated as to which are mandatory and which are technical requirements. Mandatory requirements should be limited to general requirements (must be operational hardware, software and communications devices). Other specifications should define minimum and maximum requirements that can be evaluated on a cost basis. All terminology should be expressed in terms that have the widest use in the industry i.e. characters not bytes, immediate access storage not disk storage etc. If requirements are expressed in apparently restrictive terms, provision should be made for acceptance of equivalent terms. Detailed documentation of all software, hardware, communications, vendor support and cost data concerning the proposed system must be supplied by the vendor for purposes of evaluation.

Minimum technical requirements for hardware should include:

(1) Memory word size in bits

(2) Mass data storage - access time and transfer rate

(3) Expansion requirements - in terms of workload to be processed - number of intersections, factors to be analyzed per intersection, additional reporting requirements, etc.

(4) Processing Performance requirements - in terms of response to rate of detector interrupts (CPU loading).

(5) Cycle Timings (Internal storage cycle and Add timings)

(6) Instruction Repertoire

(7) Peripheral Devices (Rated Speeds, Capacities and Characteristics)

(8) Address size

(9) Index Registers

(10) Special interfaces to special purpose equipment (map displays, control devices etc.)

(11) Physical site specifications (floor space, air conditioning, electrical power requirements etc.)

Minimum technical requirements for software should include:

(1) Control program requirements - specifications for the program(s) that actually interrogate the detectors, perform the data collection, analysis and response to the system displays and traffic control units should be outlined in detail (including program criteria for decisions affecting the response and analysis).

(2) Report programs -- general purpose report requirements, on the basis of exception reporting or long-term analysis.

(3) Programming languages, compilers and other utility and general purpose software required.

- more -

Minimum technical requirements for communications should include:

(1) Communications interface specifications between the detectors and the Computer System's Central Processor.

(2) Specifications for detectors (signal frequencies, response timing cycle, transmitter input and output characteristics, physical characteristics, data rates etc.)

(3) Communications line requirements.

Minimum vendor support requirements should include:

(1) Manuals

(2) Training of personnel

(3) Maintenance

(4) Communications Maintenance

Although maintenance is not an eligible item for Federal participation it is very essential to the effective utilization of computerized systems and is therefore an item of concern in the specifications.

8063

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
497 Cottage Street, N. E.
Salem, Oregon 97300

NOTED
A. E. JOHNSON

Re: TOPICS Project T-5010(6)
~~Mill St.-Walnut St. Section~~
Broadway & Franklin Blvd.
City of Eugene

Dear Mr. Green:

On January 5, 1973 a meeting was held in your office to discuss the possibility of installing a mini-computer system as part of the subject project.

The enclosed information has been submitted by the City of Eugene to provide justification for such an installation.

Please review the proposal and if it is satisfactory forward it to Washington, D.C. for approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt
Att.

cc: A. E. Johnson
R. L. Schroeder
L. E. George
J. H. Versteeg

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO

FOR

Info	Invest	RJD	DIR	Sign	Act	File

February, 1973

MINI-COMPUTER CONTROL CONCEPT
PROPOSAL FOR
A TOPICS PROJECT

Background A Topics project for a corridor upgrading with semi-actuated signals on Franklin Blvd. and Broadway in the City of Eugene has previously been approved. The corridor is made up of 7 existing signals, divided highway with 3 lanes each direction, 36,000 vehicles per day average, complete reconstruction at each intersection and reconstruction of the interconnect system. The University of Oregon with an enrollment of 16,000 is situated adjacent to and midway along the corridor (See location map).

Originally it was contemplated to upgrade the system by writing the specifications around the Econolite Central Traffic System Computer (CTSC). However, after discussions with them and other suppliers it was felt that the mini-computer control concept should be explored and was subsequently proposed for the following reasons:

1. The "state of the art" had apparently advanced to the point where mini-computers were apparently a viable alternative to the CTSC concept.
2. The original estimated cost for the system was $210,000 and the estimated cost for mini-computer is about the same or even less.
3. Putting a system in on this corridor that was already out of date from the standpoint of "state of the art" did not appear practical or desirable.
4. A mini-computer system which has an expandable feature will be utilized in succeeding Topics projects to control the CBD system and three other corridors in the City of Eugene.
5. A need exists to provide inside-out progression (in both directions) away from the University of Oregon for special event handling (track meets, basketball, etc.)

Proposal It is requested that approval be given to the concept outlined in the general specifications (blue cover titled "Specifications for an Adaptive Traffic Network Control System" which is enclosed). These are general in nature and were prepared for a California installation.

The equipment to be used is described in the enclosed material submitted by Econolite. If any further material is needed for the decision making process we will be happy to try and obtain it.

The City of Eugene stipulates that it recognizes the fact that equipment of this sophistication requires additional training for our maintenance and technical personnel in order to make maximum use of the system. We expect to require the successful bidder to provide this training as a part of the contract. We further recognize that the bidding

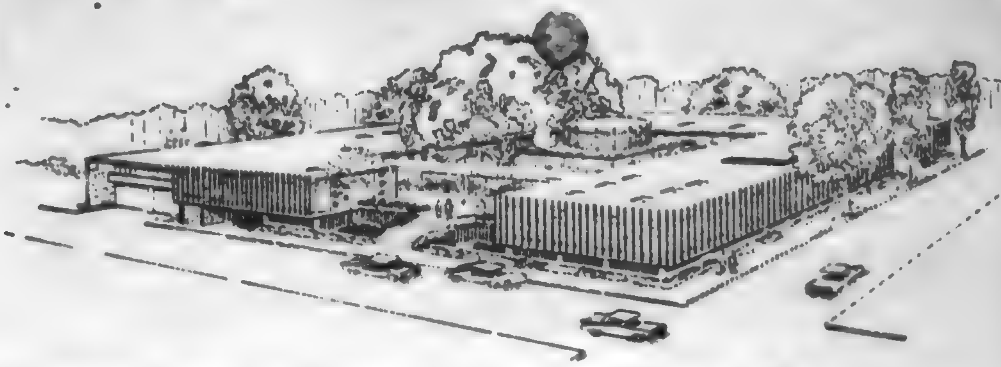
RECEIVED
COUNTY & CITY SECTION
FEB 14 1973
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☒ BE
☐ UPE ☐ CE ☐ [illegible] ☐ [illegible] ☐

will be competitive and that the cooperation of Econolite in providing the enclosed material does not place them in an advantageous position.

Prepared and Submitted by:

Alva Williams, Jr., P.E.
Traffic Engineer
City of Eugene
Eugene, Oregon

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL. - 503 - 342-5221 CITY HALL 97401

February 12, 1973

County-City Projects
Oregon Division of Highways
Highway Building
Salem, Oregon

Attention: Dick Unrein

Dear Dick:

Submitted herewith is a proposal for the use of Mini-Computer Control Concept for the Topics project on Franklin Boulevard. This submittal is a result of our meeting last month with FHWA. Please forward it on through the necessary channels to see if it flies.

Very truly yours,

Alva Williams, Jr., P.E.
Traffic Engineer

AWJr:jh

enclosure

2-14-73 10:30 AM
Gave to Val Johnson
to review & comment on.

RECEIVED
COUNTY & CITY SECTION
FEB 14 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

JAN 5, 1973

Meeting held at FHWA concerning Mini-computer system for Mill-walnut TOPICS Project in Eugene.

Present were - Al Williams - Eugene Traffic Engr.

Elmer Leland -
Glen Hossner - } FHWA
Tom Lowe -

Val Johnson
Bill Zierbes } OSHD
Dick Bladorn

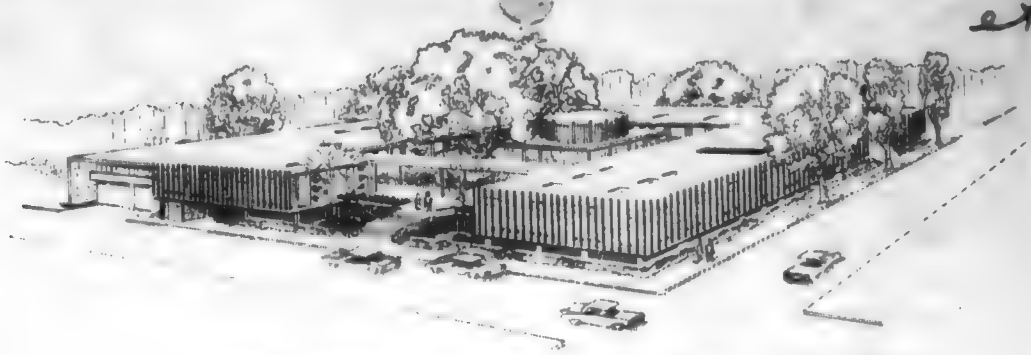
FHWA informed city that such a system must be approved by Wash. DC office.

City will prepare a justification

Project to be put in later category on schedule until an acceptable bid date can be determined

[illegible]

T
etc



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL - 503 - 342-5221 CITY HALL 97401

October 4, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1972
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] IV [illegible]
☐ UPC ☑ OC ☐ AC ☐ RPE ☐

~~Mr. H. A. Versteeg~~
~~District Engineer~~
~~Division of Highways~~
~~P. O. Box 1128~~
~~Roseburg, Oregon 97470~~

Dear Mr. Versteeg:

We are forwarding to you three preliminary sets of signal plans for our TOPICS job on Franklin Boulevard from Walnut to Mill. The complete set of plans is not ready due to decisions yet to be made regarding the type of master controller to be used for the system.

It is the desire of the Traffic Section in Salem, however, to start the checking process. Therefore, the $600 fee required is being enclosed with County-City copy of this letter so that this process can begin.

Please be advised that the City of Eugene feels no obligation in the sharing of cost to replace the signal at the University of Oregon service entrance. This originally served Onyx Street which was subsequently closed at the request of the University. It is my opinion the cost sharing for this intersection should be worked out with your division and the Board of Higher Education.

etc.

Very truly yours,

Donald P. Allen, Director
Department of Public Works

DPA:jd

cc: H. S. Cox, County-City Projects, Oregon Division of Highways, Salem
~~(check enclosed)~~

NOTE: Plans being sent under separate cover.

10/6/72
copy to L R George

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 26, 1972

In reply refer to: 10-35-EC

FROM : for CR Burghardt
G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(6)
Mill Street-Walnut Street (Eugene) Section
Location/Design Approval

Location/design approval in accordance with the requirements of paragraph 10 of PPM 20-8 is hereby granted for the construction of the subject TOPICS project as requested in Mr. Young's September 6, 1972 letter.

9-27-72
Young

NOTED
R. D. AS [illegible]

RECEIVED
STATE HWY ENGR
SEP 27 '72
REFER TO
PBL
FOR
Info

RECEIVED
SEP 27 1972
PROGRAMING SECTION

NOTED
R N CHASE
Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBER 9-64

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 9-26-72
BY (Signature): MR. YOUNG'S SEPTEMBER 6, 1972 LETTER
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 74 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
74	T-5010(6)	0.0	210,000	133,400	MILL STREET - WALNUT STREET (EUGENE SECTION) LANE COUNTY	TRAFFIC SIGNALS CHANNELIZATION

9-26-72

9-27-72
Young

REMARKS (Division)

AS REQUESTED IN MR. YOUNG'S SEPTEMBER 6, 1972 LETTER, WE CONCUR IN THE NEGATIVE ENVIRONMENTAL DECLARATION AS STATED ON THE BACK OF THE PR-1 FORM.

RECEIVED
SEP 27 1972
PROGRAMMING SECTION

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 9-26-72
SIGNATURE AND TITLE: G. Green
ACTING DIVISION ENGINEER

Chase
9-28-72

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO. 9-64

DATE SUBMITTED TO W.O. SEP 26 1972

FORM PR-1 (REV. 4-61)

9-6-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99 Mill St. to Walnut St. (Eugene) 65	ADT	PRESENT 30,000 (66)	FUTURE *30,000 (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Traffic Signals & Channelization 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B 3 (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) 14	PROJECT NUMBER T- 5010 23 7	CODE 039 (14)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Lane	
	NAME OF URBAN AREA Eugene 161 17-31	ROUTE NO. T P	FEDERAL-AID 3 (32) STATE 1W (36) (37) U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	SR99 Mill St. to Walnut St. (Eugene)	(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5	30			3	**CONST** (CODE) (Safety) Y031 Y008	3	"Mill St.-Walnut St. (Eugene) Section"	0.0	210,000	133,400	38,300	38,300 (City)
							PROJECT TOTALS	0.0	210,000 (16) (23)	133,400 (24) (33)	38,300	38,300 (City)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

*Assumed Roosevelt Route constructed (Based on Eugene-Springfield Area Transportation Study)

SEP 26 1972
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

9-64

SEP 26 1972

FORM PR-1
(REV. 4-61)

9-6-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T

PROJECT LOCATION (45 typewriter spaces) SR 99 Mill St. to Walnut St. (Eugene)	ADT	PRESENT 30,000	FUTURE *30,000	YEAR 92	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 74

POSED WORK (35 typewriter ls & Channelization	NATL. FOREST	FH ROUTE NO.	IMPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B.3	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER T- 5010	SEQ. NO. (6)	I. Projects Only POST MI.	DESIG.	

FUNDS
TOPICS

COUNTY NAME
Lane
CODE
039

PROGRAM STAGE
☐ 1 OR ☒ 2

EA
Eugene 161

ROUTE NO. T P
FEDERAL-AID 3
STATE 1W
U.S.

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
PE		SR99 Mill St. to Walnut St. (Eugene)						Modify, reconstruct and upgrade traffic signals at 7 intersections. Widen one intersection to provide channelization for an additional left turn lane.
ROW								
CONST (CODE) (Safety) Y031 Y008	3	"Mill St.-Walnut St. (Eugene) Section"	0.0	210,000	133,400	38,300	38,300 (City)	ROW - 120' norma. Access Control - partial; Parking Restrictions-complete.
ED BY		PROJECT TOTALS	0.0	210,000	133,400	38,300	38,300 (City)	

APPROVAL DATES

REMARKS

*Assumed Roosevelt Route constructed (Based on Eugene-Springfield Area Transportation Study)

SEP 26 1972
OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☐ ENGR. ☑ COOR. ☐ ☐ ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

USCOMM DUSCOMM-DC 46905-P61

MILL STREET-WALNUT STREET (EUGENE) SECTION

PROJECT NO. T-5010(6)

Existing Facilities:

Broadway St. (Pac. West Hwy.): 64' curbed paved section
providing 4 traffic lanes and a 4-foot median.
Franklin Blvd. (Pac. West Hwy.): 84' curbed paved section
providing 4 traffic lanes and a 30-foot median.

Project Data: Modify existing traffic control signals at Broadway St. and Mill St. Replace existing traffic control signals at six intersections on Broadway St. and Franklin Blvd. Widen north side of Franklin Blvd. at 11th Ave. to provide northbound traffic with three through lanes and channelization for two left-turn lanes. Replace existing single wire interconnect with a multiple wire system including a new master controller and sampling detectors.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that these various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that these intersections have experienced a high number of accidents. The proposed signal work and channelization, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP Type II Systems approved by FHWA August 25, 1969.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3, Broadway St. & Franklin Blvd. (Pacific West Hwy.)

State and District 5 Clearinghouse Approval:
working agreements dated April 28, 1970 and

Public Hearings: None required under provis
PPM 20-8.

Design Approval: Request being submitted as

Control of Utilities: The State does not ha
authority to control the use by utilities o
project. A State-City agreement is being p
6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improveme
covering maintenance obligations will be pr
9 of PPM 21-18.

Negative Environmental Declaration: [FHWA
21-18, effective date May 31, 1971, concurr
1971 that the environmental impact of this
and therefore approved waiver of the enviro
under Section 3f(3) of said PPM 21-18]. Th
signalization and traffic control devices t
various (highway and streets) intersections
at 11th Ave. to provide an additional left
and noncomplicated approach to improving mo
problems of traffic control or congestion
highway user and the people of the communi
this project and it will have no significa
human environment.

Data for PR-37: 100% of project is on FA

MILL STREET-WALNUT STREET (EUGENE) SECTION

PROJECT NO. T-5010(6)

ilities:

y St. (Pac. West Hwy.): 64' curbed paved section
ding 4 traffic lanes and a 4-foot median.
n Blvd. (Pac. West Hwy.): 84' curbed paved section
ding 4 traffic lanes and a 30-foot median.

: Modify existing traffic control signals at Broadway
St. Replace existing traffic control signals at six
s on Broadway St. and Franklin Blvd. Widen north side
Blvd. at 11th Ave. to provide northbound traffic with
h lanes and channelization for two left-turn lanes.
ting single wire interconnect with a multiple wire
ding a new master controller and sampling detectors.

roposed project is classified as "Safety Improvement
it is the opinion of the City and State Highway
these various intersections have a potential and
ent hazard of such magnitude to qualify under provi-
21-16, based on the fact that these intersections
nced a high number of accidents. The proposed signal
nnelization, by controlling the flow of traffic, will
antially the number of accidents occurring at these
s.

ight-of-Way: None required.

n FAP Type II Systems approved by FHWA August 25, 1969.

irports, Water Developments, Historical & Recreation
involved.

sistance Payments: None involved as additional right-
t required.

FAP 3, Broadway St. & Franklin Blvd. (Pacific West Hwy.)

State and District 5 Clearinghouse Approval: Exempt from review under working agreements dated April 28, 1970 and September 22, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: Request being submitted as a separate action.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Negative Environmental Declaration: [FHWA under the provisions of PPM 21-18, effective date May 31, 1971, concurred by memorandum of July 23, 1971 that the environmental impact of this project will be negligible and therefore approved waiver of the environmental statement requirement under Section 3f(3) of said PPM 21-18]. This project, for upgrading the signalization and traffic control devices to present standards at these various (highway and streets) intersections and for widening Franklin Blvd. at 11th Ave. to provide an additional left turn lane, represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control or congestion at these locations. Both the highway user and the people of the community will realize the benefits this project and it will have no significant effect upon the quality of human environment.

Data for PR-37: 100% of project is on FA Primary System.

28-72

T

CC: J. R. Oakes
T. W. Litchfield
R. N. Chase
C. G. Swenson
J. H. Versteeg

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5010(6)

Project Name Mill St.-Walnut St. Sect.,

Broadway & Franklin Blvd.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon,

this 25th day of September, 1972.

City of Eugene

L E Anderson
Mayor Lester E. Anderson

S. P. Flogstad
Recorder S. P. Flogstad

RECEIVED
COUNTY & CITY SECTION
SEP 28 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☑ UPE ☐ CE ☐ RE ☐ P.PE ☐

✓

9-28-72

T

CC: L.E. George
J.H. Versteeg
R.N. Chase
C.G. Swenson
T.P. Lowe - FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5010(6)
Project Name: Mill St.-Walnut St. Sect.
Broadway & Franklin Blvd.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Traffic Mtc. Section - 255 Lincoln St. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Eugene, Oregon, this 25th day of September, 1972."

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COUNTY & CITY SECTION
SEP 28 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF EUGENE

By

Title Traffic Engineer

By Donald E. Gilman

Title Asst. Director - Public Works.

---

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

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SEP 25 1972

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FOR FILING

MEMO TO THE FILE
September 21, 1972

Re: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway & Franklin Blvd.
City of Eugene

The City has informed us that due to the resignation of a portion of their engineering staff they will be unable to submit the necessary plans and specifications for the subject project in time to make the November 30, 1972 bid letting.

The earliest date forecast by the City for this submittal would be sometime during the first week in October.

In order that the Traffic Section will have sufficient time to check the City's plans and specifications it will be necessary to move this project to the January 25, 1973 bid opening.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg
B. L. Gifford
C. G. Swenson

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SEP 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

8063

SEP 7 - 1972

FOR FILING

September 6, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programming Engineer

SUBJECT Program Data & Location/Design Approval
Project No. T-5010(6)

We are submitting program data for one TOPICS Project, Item No. 74, Project No. T-5010(6) Safety, "Mill Street-Walnut Street Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

This project is exempt from State and District 5 Clearinghouse reviews under working agreements dated April 28, 1970 and September 22, 1970, respectively.

We hereby request your concurrence in the negative environmental declaration as stated on the back of the PR-1 form. This negative declaration is the opinion of the Oregon State Highway Division and the City of Eugene.

We further request your approval of the location/design as set forth hereinafter and in the enclosed study report for the project.

Location/Design

a. The locations are the existing intersections of Broadway Street at Mill Street and Franklin Blvd. at Hilyard Street, 11th Avenue, Onyx Street, Agate Street, Villard Street and Walnut Street on the Pacific West Highway (SR99) in the City of Eugene.

b. The design consists of (1) modifying the existing traffic control signal at Broadway Street and Mill Street; (2) replacing the existing traffic control signals on Franklin Blvd. at Hilyard Street, 11th Avenue, Onyx Street, Agate Street, Villard Street and Walnut Street; (3) widening the northerly side of Franklin Blvd. at 11th Avenue to provide for three northbound through lanes and two left-turn lanes; (4) replace existing single-wire interconnect system with a multiple-wire system including a new master controller and sampling detectors.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

a. 1 copy Study Report (County and City Section memo of August 31, 1972.

b. 1 copy City of Eugene "TOPICS Project Request" dated April 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded with the City of Eugene that the location/design as set forth hereinabove is suitable for the proposed project.

The descritpion of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enclosures

JG:js

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1972

SUBJECT: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway & Franklin Boulevard
City of Eugene

To: Mr. L. H. Young
Programing Engineer

BUILDING

Attention: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: Broadway at Mill Street and Franklin Boulevard at Hilyard Street, 11th Avenue, Onyx Street, Agate Street, Villard Street, and Walnut Street.

DESIGN: Upgrade traffic control signal on Broadway at Mill Street.
Remove existing signals and replace with 3-phase semi-actuated traffic control signals on Franklin Boulevard at Hilyard, Onyx, Agate, Villard and Walnut Streets.
Remove existing signal and replace with a 2-phase semi-actuated traffic control signal on Franklin Boulevard at 11th Avenue.
Widen north side of Franklin Boulevard at 11th Avenue to provide for three through lanes and two left-turn lanes.
Replace existing single-wire interconnect system with a multiple-wire system.

Environmental State waived by Federal Highway Administration on July 23, 1971.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

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AUG 31 1972
PROGRAMING SECTION

Chase

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AUG 16 1971
FOR FILING

8063

August 9, 1971

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: Sherman P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4264

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement with the City of Eugene concerning construction of Mill Street-Walnut Street (Eugene) Section project on Broadway Street and Franklin Boulevard.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

T

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 23, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5010(6)
Mill Street-Walnut Street Section
Broadway Street & Franklin Boulevard
City of Eugene

Kleaboe

Cot 7-28-71

Waiver of environmental statement requirements for the subject project as requested in Mr. Bladorn's July 19 letter is approved.

We concur that due to the minor nature of the work under this project, the environmental impact will not be significant.

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JUL 2 [illegible]
STATE HIGHWAY ENGINEER

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COUNTY & CITY SECTION
JUL 28 1971
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NOTED
F. B. KLEABOE

NOTED
TOM EDWARDS

7-28-71
cc: CHASE
Tebeau

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8063

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JUL 19 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

July 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway Street & Franklin Boulevard
City of Eugene

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the modification of the traffic signal at one intersection and the upgrading of the traffic signals at six additional intersections. Also included is a short length of street widening to provide an additional turning lane.

All work will be accomplished within the existing right-of-way and there will be no change in access or parking. No trees will be involved in the widening.

The overall project is minor in nature and will have little social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

EUGENE

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: May 26, 1971

CITY: EUGENE SECTION: Mill St.-Walnut St., Broadway St. & Franklin Blvd.

PROPOSED WORK: Signals, Interconnect & Widening.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	210,000	186,000	42,000	42,000	

P.E. None (Agreement dated 12/1/69; Eugene pays for all P.E.)

~~FIELD~~ ~~P.S.& E. Preparation~~

EXISTING FACILITIES:

Broadway St.: 64' pavement with 4 foot median - 4 lanes - curbed

Franklin Blvd.: 84' pavement with 30 foot median - 4 lanes - curbed

PROJECT DATA: Modify existing traffic control signal at Broadway St. and Mill St. Reconstruct existing traffic control signals at six additional intersections on Broadway St. and Franklin Blvd. Widen north side of Franklin Blvd.* to provide one additional traffic lane. Replace existing single wire interconnect with a multiple wire system including a new master controller and sampling detectors.

* at 11th Ave.

PROJECT NO.: T-5010( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA 8/25/69.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3 (Broadway St. & Franklin Blvd.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 5 CLEARINGHOUSE APPROVAL: Exempted 9/22/70.
HEARING: None required.
ACCESS CONTROL: Limited as to location.
PARKING RESTRICTIONS: No parking on Broadway or Franklin.

ADT: Requested from John Hanks.

10/19/70

☑ UPE ☑ CE ☑ RE ☑ RPE ☐

April 27, 1971

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

The TOPICS project requests submitted by the City of Eugene for traffic signal installation and modification on the W. 6th Avenue-W. 7th Avenue Couplet, and on Broadway Street and Franklin Blvd., will be presented to the State Highway Commission at the May 4, 1971 meeting. The current estimate for these projects is $105,000 and $210,000 respectively.

These projects will be presented to the HIghway Commission with the expectation that sufficient TOPICS funds will be available to cover the entire project at the construction stage; however, if this is not the case, the difference between total costs and available TOPICS funds shall be shared equally by State and City.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: C. T. Keasey

RECEIVED
APR 29 1971
FOR FILING 8063

April 27, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the May 4 meeting requests from the cities of Ashland, Eugene, Portland, and Tigard for Federal Aid TOPICS projects.

Ashland is requesting approval of a project on Siskiyou Boulevard to install a traffic signal at Ashland Street and to modify the existing traffic signal at Wightman Street. Also included is an interconnect system and some minor channelization. TOPICS funds for this project are estimated at $50,000, of which $10,000 will be the cost to the State.

Eugene is requesting approval of two projects, one for the installation of, or modification of, traffic signals at 27 intersections on the W. 6th Avenue-W. 7th Avenue Couplet and the other for the modification or replacement of traffic signals at seven intersections on Broadway Street and Franklin Boulevard.

The first Eugene project requires the installation of a pretimed traffic control signal at W. 6th Avenue and Charnelton Street, the major modification of the existing traffic control signal at W. 6th Avenue and High Street, overhaul of the existing interconnect system, and minor upgrading of the traffic control signals at 25 additional intersections on the couplet. Federal Highway Administration approval has been received for the City to perform the minor upgrading with their forces. The remainder of the project will be done by contract. TOPICS funds for this project are estimated at $105,000, of which $21,000 will be the cost to the State.

The second Eugene project requires major modification of the existing traffic control signal at Broadway Street and Mill Street, the replacement of the existing traffic control signals at six additional intersections, the widening of Franklin Boulevard at 11th Avenue to add one more lane, and the upgrading of the interconnect system from Mill Street to Walnut Street. TOPICS funds for this project are estimated at $210,000, of which $42,000 will be the cost to the State.

Portland is requesting approval of a project to install traffic control signals at 30 intersections throughout the city along with some minor channelization. TOPICS funds for this project are estimated at $530,000, of which $106,000 will be the cost to the State.

Portland is also requesting that the Federal TOPICS portion of the 17th and Powell project be increased by $100,000. No additional State funds will be required by this approval.

Tigard is requesting approval of a project to pre-time and interconnect the existing traffic control signals at four intersections on Pacific Highway West. TOPICS funds for this project are estimated at $27,500, of which $5,500 will be the cost to the State.

Presently there are insufficient TOPICS funds allocated to the cities of Eugene and Tigard to fully cover their requested projects. Eugene's available TOPICS funds will cover 80 percent of their requested projects and Tigard's TOPICS funds will cover 70 percent of their request. There is a good possibility that additional TOPICS funds will be available to these cities by the time these projects reach the construction stage. Therefore, it is proposed that these projects be approved with the expectation that sufficient funds will be available at construction time; however, if this is not the case, the difference between total project costs and available TOPICS funds shall be shared equally by State and City. This would follow our existing policy of equally sharing traffic signal costs on State highways within cities. In the latter case, additional State funds of approximately $18,000 would be required to cover the Eugene requests and $2,500 for the Tigard request.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. We recommend your approval and request authority for the Secretary to sign project agreements for and in your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. L. Schroeder
L. W. Rulien
C. T. Keasey

RB:ljt sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 26, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Eugene (2), Portland (2), and Tigard.

The total TOPICS funds required are estimated at $1,089,000, of which $184,500 will be the State's share. This will bring the total estimated cost of TOPICS projects approved by the Commission to $3,256,000, which represents 100 per cent of 1970 TOPICS funds and approximately 19 per cent of 1971 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

RECEIVED
APR 28 '71
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

~~SUMMARY,~~ TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500

Increase in Previously Approved Project

PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

Copy in minutes

CITY OF EUGENE
Proposed TOPICS Project

Mill Street-Walnut Street (Eugene) Section, Broadway Street and Franklin Blvd. (FAP 3). Traffic signals, $210,000.

Modify existing traffic control signal at Broadway Street and Mill Street. Replace existing traffic control signals at Broadway Street and Hillyard Street and on Franklin Blvd. at 11th Avenue, U of O Drive, Agate Street, Villard Street, and Walnut Street.

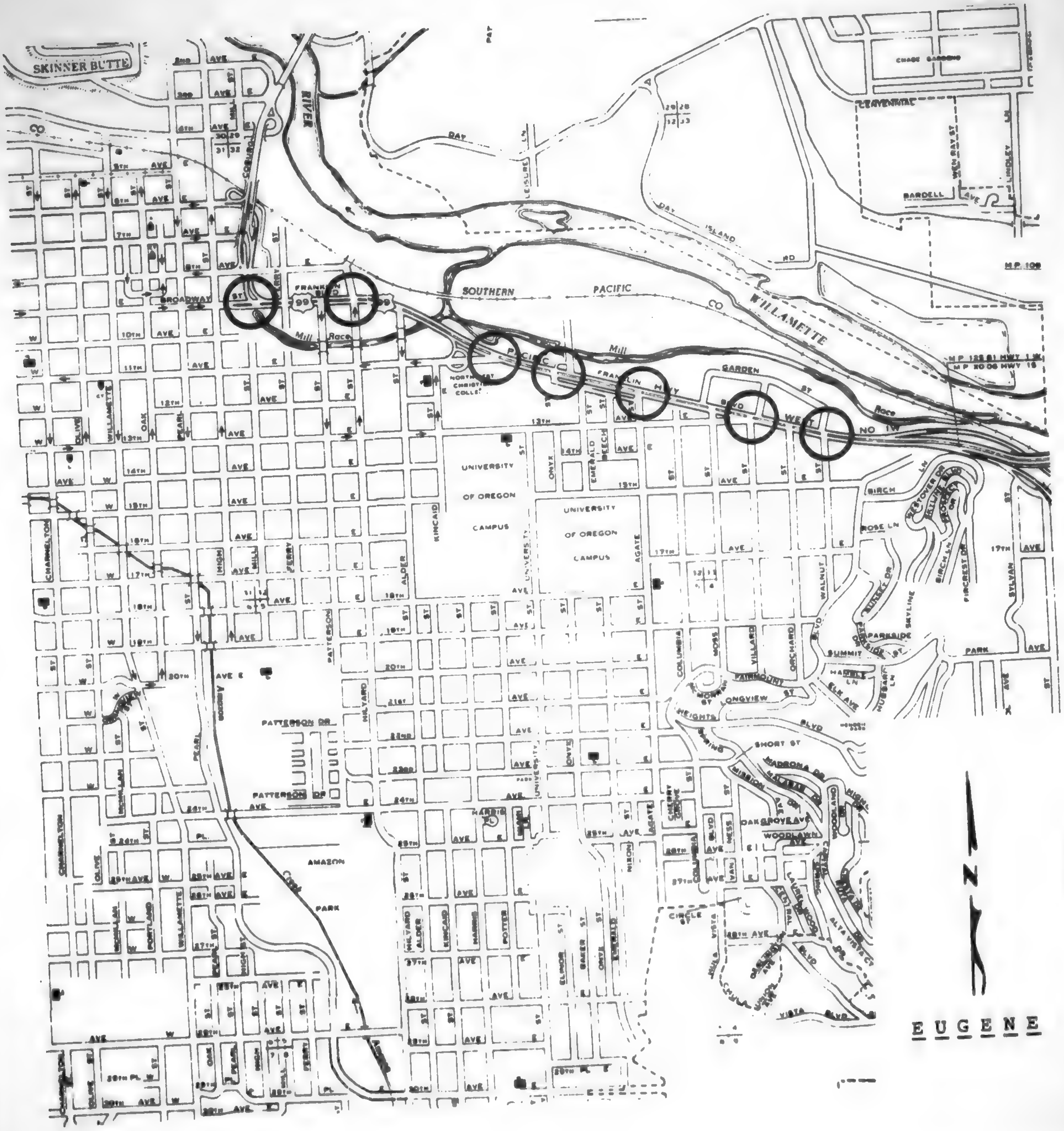
Widen north side of Franklin Blvd. at 11th Avenue to provide one additional traffic lane.

Replace existing single wire interconnect with a multiple wire interconnect system including a new master controller and sampling detectors.

A public hearing will not be required.

71-c
4/21/71

PROPOSED TOPICS PROJECT


SKINNER BUTTE
RIVER
SOUTHERN PACIFIC
WILLAMETTE
BROADWAY
FRANKLIN BLVD
Mill Race
GARDEN
UNIVERSITY OF OREGON CAMPUS
AMAZON PARK
PATTERSON DR
HEIGHTS BLVD
DAY ISLAND RD
M.P. 109
N
EUGENE

TOB

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1971

SUBJECT:
Proposed TOPICS Project
Broadway and Franklin Blvd.
Mill St.-Walnut St. Section
Eugene

To: H. S. Cox
County & City Engineer

BUILDING

Attention: R. Unrein

We have reviewed the City of Eugene's application for a TOPICS project consisting of re-vamping the traffic signals on the above section, and providing overall control of progression.

This is a very worthy project and one that has been needed for a number of years. It meets all of the requirements of a TOPICS program. The estimated cost of $210,000.00 appears to be reasonable.

L. E. George

L. E. George
Operations Engineer

VPJ:pb

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APR - 6 1971
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

April 21, 1971
Reviewed with Paul Riedl.
He concurrs with traffic's
Remarks. RU.

SP*32478-734

City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Department of Public Works • Telephone 503/342-5221

March 29, 1971

Mr. Fred Klaboe
Assistant State Highway Engineer
Division of Highways
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

We are forwarding for your consideration a new Topics project. It involves work on Broadway and Franklin Boulevard.

The City Council resolution regarding this project is also enclosed. Your early consideration of this application would be appreciated.

Should there be any questions, do not hesitate to contact our traffic engineer.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jh

enclosures

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COUNTY & CITY SECTION
MAR 31 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ SAE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC: VAL JOHNSON 3-31-71

RESOLUTION NO. 1904

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE URBAN TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY.

WHEREAS, in the interest of the health, safety and welfare of the motoring public certain traffic signalization modification and installation is needed on Broadway and Franklin Boulevard from Mill Street to Walnut Street in the City of Eugene, Oregon; and

WHEREAS, there are certain programs available to aid in the design and construction of said signalization and street construction,

NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON that the City of Eugene, acting by and through its Common Council, as follows:

Section 1. The City of Eugene does hereby make application to the Oregon State Highway Department and Bureau of Public Roads for participation in signal modifications and certain median modifications on Broadway and Franklin Boulevard from Mill Street to Walnut Street in the City of Eugene, Oregon. These projects are to be accomplished in accordance with the Urban Traffic Operations Program to increase capacity and safety under the guidelines established by the above referred to agencies.

Section 2. The staff of the City of Eugene is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

The foregoing Resolution adopted this 22nd day of March, 1971.

/s/ S. B. Flegstad

City Recorder

F

TOPICS PROJECT

REPORT

Broadway & Franklin Blvd.
From Mill Street
to Walnut Street

April 1971

Public Works Department
Traffic Engineering Division
City of Eugene, Oregon

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Project Description

Consists of partial signal reconstruction at Broadway and Mill, total signal reconstruction at the other intersections, intersection widening at 11th and Franklin and major corridor interconnect modifications and improvements.

Reconstruction of signals involves removal of existing equipment as specified on enclosures and changing over to a semi-actuated two or three-phase system as the case may be.

Interconnect modification consists of a new multiple wire interconnect underground, sampling detectors and a new master controller. The master controller will be responsive to speed, volume, occupancy (on side streets and turn lanes), and lane concentrations.

Conditions Requiring Project

Broadway and Franklin are among the principal east-west carriers through the city of Eugene. Traffic volumes along various parts of the corridor are shown on Enclosure 16. Broadway and Franklin are six-lane facilities with channelized left turn refuges. The volume range is from 27,500 to 36,200 in a 24-hour period. The existing control equipment consists of single-dial nonexpandable fixed time controllers.

A number of signal heads do not conform to federal standards pertaining to size. Pedestrian signal heads in most cases are substandard in size and legend which creates a nonuniform pattern.

The existing signal interconnect consists of a single wire system. This does not provide flexibility unless major modifications are provided in the local controllers. Analysis of existing traffic flow indicates a need for preferential timing during AM and PM hours as well as other times during the day. There is also a need for providing different offsets and splits along Franklin and Broadway. The University of Oregon fronts on Franklin Boulevard. The class changes and special events cause fluctuations along the system in terms of volume and speed.

At several intersections (Franklin and U of O Service Road, Franklin and Agate, and Franklin and Villard) there exists a unique control system which has a flashing amber for the side streets simultaneous with a flashing red for the channelized left turn lanes. This of course creates a multitude of vehicle versus vehicle conflicts causing an increasing accident situation and the attendant citizen frsutration and complaint. While the system (which was installed over 20 years ago) has served well, it has long ago outlived its usefulness due to the increased traffic volumes. At two other locations (Broadway and Hilyard, and Franklin and Walnut) the left turns and side street movements are separated but the left turn movement conflicts with the through lanes causing accident problems especially at Franklin and Walnut.

At Eleventh and Franklin, the left turn movement from Franklin to 11th has materially increased due to the closing of Thirteenth Avenue on the University of Oregon campus. The volume backs out of the channelized turn pocket into the through lane numerous cycles each hour of the day causing hazardous conditions in the through lanes.

The traffic volumes in this corridor have shown a tendency to increase each year due to growth in the urban area. Since no alternate corridors are anticipated to relieve the year-to-year increase, it can only be assumed the conditions in the existing corridor can only grow worse during suceeding years.

Franklin and U of O Service Road and Franklin and Villard rank among the top 25 accident producing signalized intersections on an accidents per million vehicles entering basis. There are 107 signalized intersections in Eugene.

Proposed Project Accomplishments

It is anticipated that increased capacity and safety will be the major accomplishments of the project. These benefits should accrue due to the separation of vehicle movements at the various intersections and installation of the sophisticated flexible traffic controller which will respond quickly to various traffic demands causing materially less vehicle versus vehicle conflicts in the corridor.

At Eleventh and Franklin the proposed widening of Franklin will provide space for a double left turn lane. This of course will increase capacity in the left turn lane, reduce the green time requirement and cause an increase in safety by stopping the backup into the through lanes.

Utilities

A number of franchised utilities are on Broadway and Franklin at various locations too numerous to enumerate. A summary of type and street involved is listed below:

Eugene Water & Electric Board - Overhead and underground
Pacific Northwest Bell - Overhead and underground
Teleprompter - Overhead
Pacific Northwest Gas - Underground

Enclosures

The intersection and system proposed is shown on the attached enclosures along with a brief description of the work proposed. The existing traffic volumes are listed on Enclosure 16.

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date March 29, 1971

Name of City Eugene

Major Street Name Broadway and Franklin Blvd.

Section Name

Location of Project (Attach sketch map) Length 7050 feet

On Which System? Primary I X Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: Not submitted yet ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain Both streets are on State Highway System

General description of proposed project: Install a new underground interconnect system to service a totally flexible control system which is dependent upon a master controller responding to volume and occupancy. Reconstruct each signalized intersection to provide a mast arm, underground conduit system with the turn moves and side street moves separated from through traffic and each other.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: (See location map for affected intersections)

2. Type: a. Traffic Control ______
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
   a. Two X
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? Yes Remarks: Existing interconnect is single wire without capability for more than one function.
   If so, by cable or leased telephone line? Cable

5. Type of Suspension:
   a. Mast Arm X (Proposed)
   b. Span Wire X (Existing)
   c. Signal Bridge ______

6. Paint Color Desired: Poles - Silver Heads - Black & Green

7. Present Signalization: Span Wire - Fixed Time

8. Other Remarks: ______________________________

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not Applicable

2. Type:
   a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
   - a. 175 ______
   - b. 250 ______
   - c. 400 ______
   - d. 700 ______
   - e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   - a. 30 ft. ______
   - b. 40 ft. ______
   - c. 45 ft. ______
   - d. 50 ft. ______

9. Pole Type:
   - a. Wood ______
   - b. Steel ______
   - c. Aluminum ______

10. Operating Voltage:
   - a. 120 ______
   - b. 240 ______
   - c. 480 ______
   - d. Series ______

11. Type of Wiring:
   - a. Overhead ______
   - b. Underground ______

12. Present Illumination: Basically 20,000 lumen mercury vapor. Not IES standard in general.

Footnotes:

T-1-69
(rev. 12-70)

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Franklin & 11th Avenue

2. Desired Work: Widen westbound left turn lane at 11th to provide for 2 lanes left.

3. Typical Cross Section: Proposed 10" AC - 13 A.B.

4. Curbs? Yes If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure ______ inches
   c. Width between curbs 32(through lanes) ft.
   d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: 10" AC - 10" A.B. 32' curb-curb traveled way through lanes.

7. Traffic Control Signing:
   a. By City at City Expense? Yes
   b. By State at City Expense? No
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? Yes
   b. By State at City Expense? No
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft. Not Applicable
   c. Type ______
   d. Location: ______

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not Applicable

2. Desired Work: ____

3. Name of Structure: ____

4. Name of Stream, Street or Facility being Spanned: ____

5. Desired Roadway Width of Structure: ____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ____ Width? ____ ft. Location ____

7. Is a particular type of structure and design desired? ____
Explain: ____

8. Can street be closed during construction? ____

9. Detour: a. Required? ____
b. By City? ____
c. By Contractor? ____

10. Approaches or Connections: a. By City? ____
b. By Contractor? ____
c. Traveled surface: Type ____
Width ____ ft.
d. Shoulders: Type ____
Width ____ ft.

11. Existing Structure: a. Remain in Place? ____
b. Use for Detour? ____
c. Removed by City? ____
d. Removed by Contractor? ____
e. Salvaged by Contractor for City? ____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: __________
    Owner: ______________________
  b. Sanitary Sewer Mains: ______ Size: __________
    Owner: ______________________
  c. Storm Sewer: ______ Size: __________
    Owner: ______________________
  d. Gas Mains: ______ Size: __________
    Owner: ______________________
  e. Power Lines: ______
    Owner: ______________________
  f. Telephone Lines: ______
    Owner: ______________________
  g. Other Utilities: ______________________
  ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________
____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ______________________
____

17. Describe Existing Structure: ______________________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 120 ft.
   a. Maximum: 120 ft.
   b. Minimum: 90 ft.

2. Will additional right-of-way be needed? No Explain: __________

3. Shall State prepare right-of-way descriptions? __________

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: __________

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: __________

8. Are utilities on existing right-of-way by? Permit __________ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner __________, and dates between which water can be turned off:
   From __________ To __________ Location: __________

10. Are there any railroad crossings? No Location: __________

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance _____ft.
(2.) (Direction) ________ Distance _____ft.

d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ____________________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______
(1.) Does City wish State to prepare P.U.C. hearing data? _______
(2.) Will P.U.C. application be made by? State _______
City _______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 150,500 (70 & 71 Funds)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 210,000
3. Date Match Money is Available: Immediate
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ __________

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: We are about 70% through an urban area traffic safety study. One output of this will be an urban area Topics Plan. This plan is expected to be adopted by July 1, 1971.

2. Existing Conditions Necessitating This Proposed TOPICS Project: See Report Attached

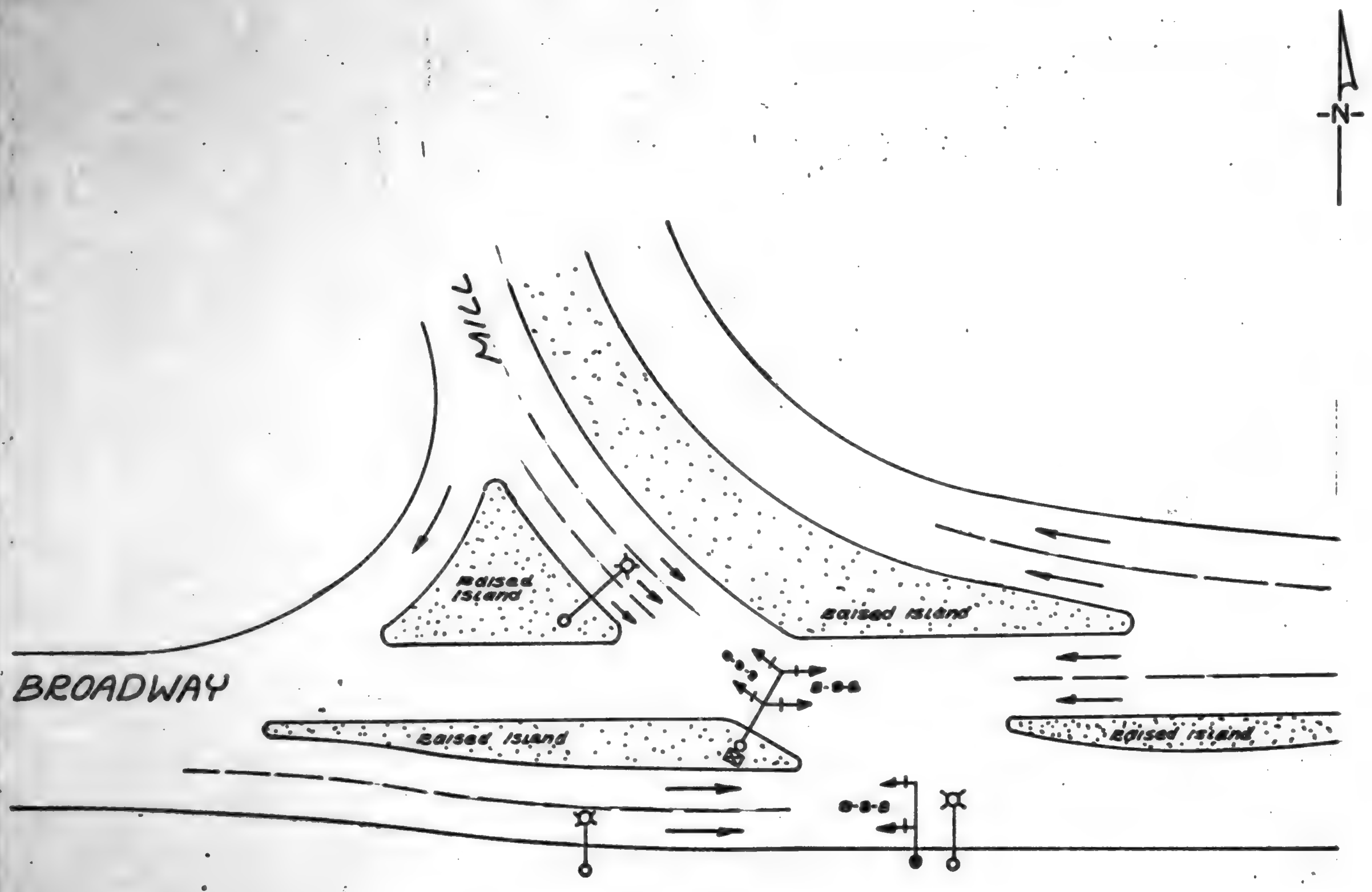
3. This Project Would Accomplish the Following: See Report Attached

This application is not complete unless a sketch map showing the location of the project is attached.

The Eugene City Council on the 22nd day of March, 19 71, adopted Resolution No. 1904 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

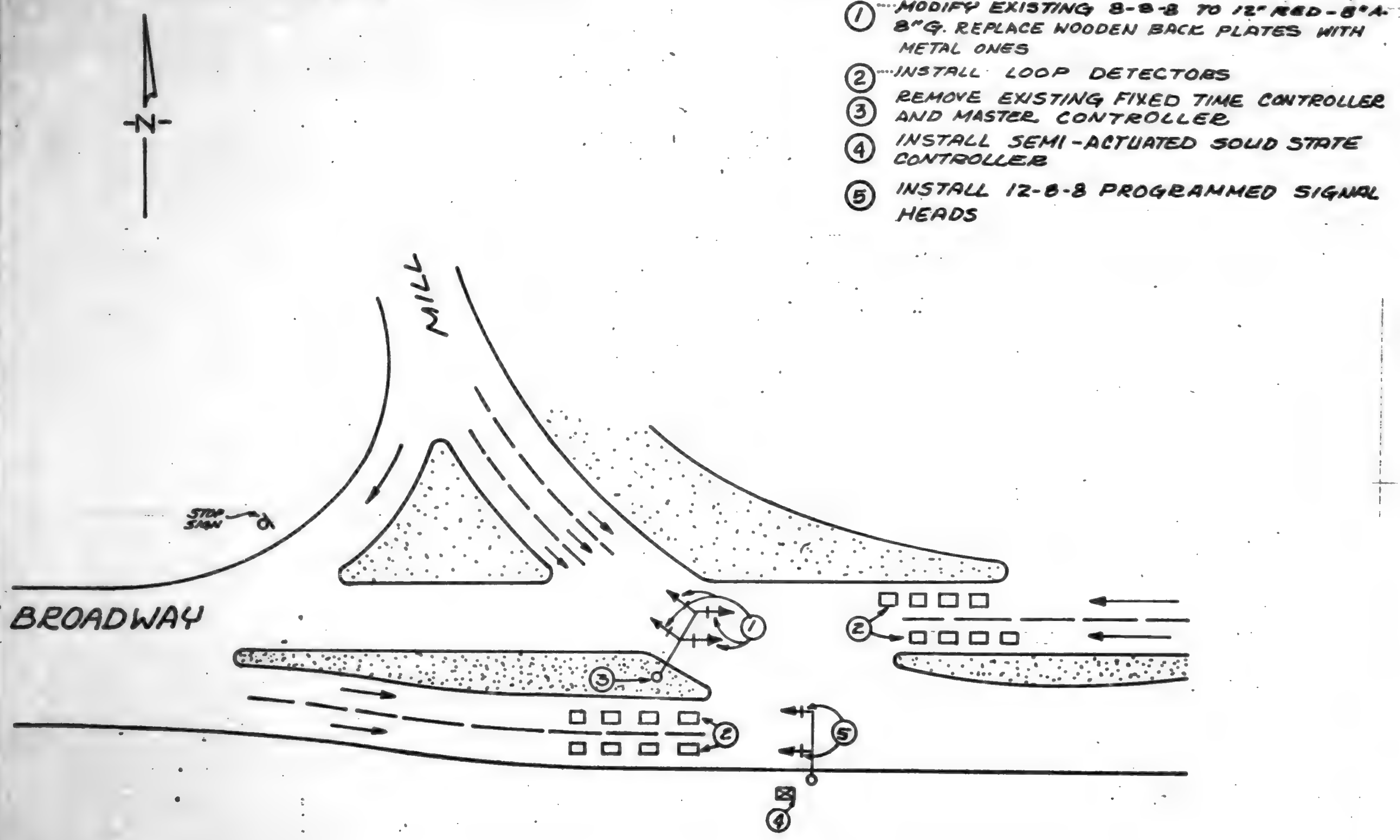
By ______________________
Hugh McKinley, City Manager
By ______________________

T-1-69
(rev. 12-70)


N
MILL
BROADWAY
Raised Island
Raised Island
Raised Island
Raised Island

BROADWAY & MILL
EXISTING CONDITIONS

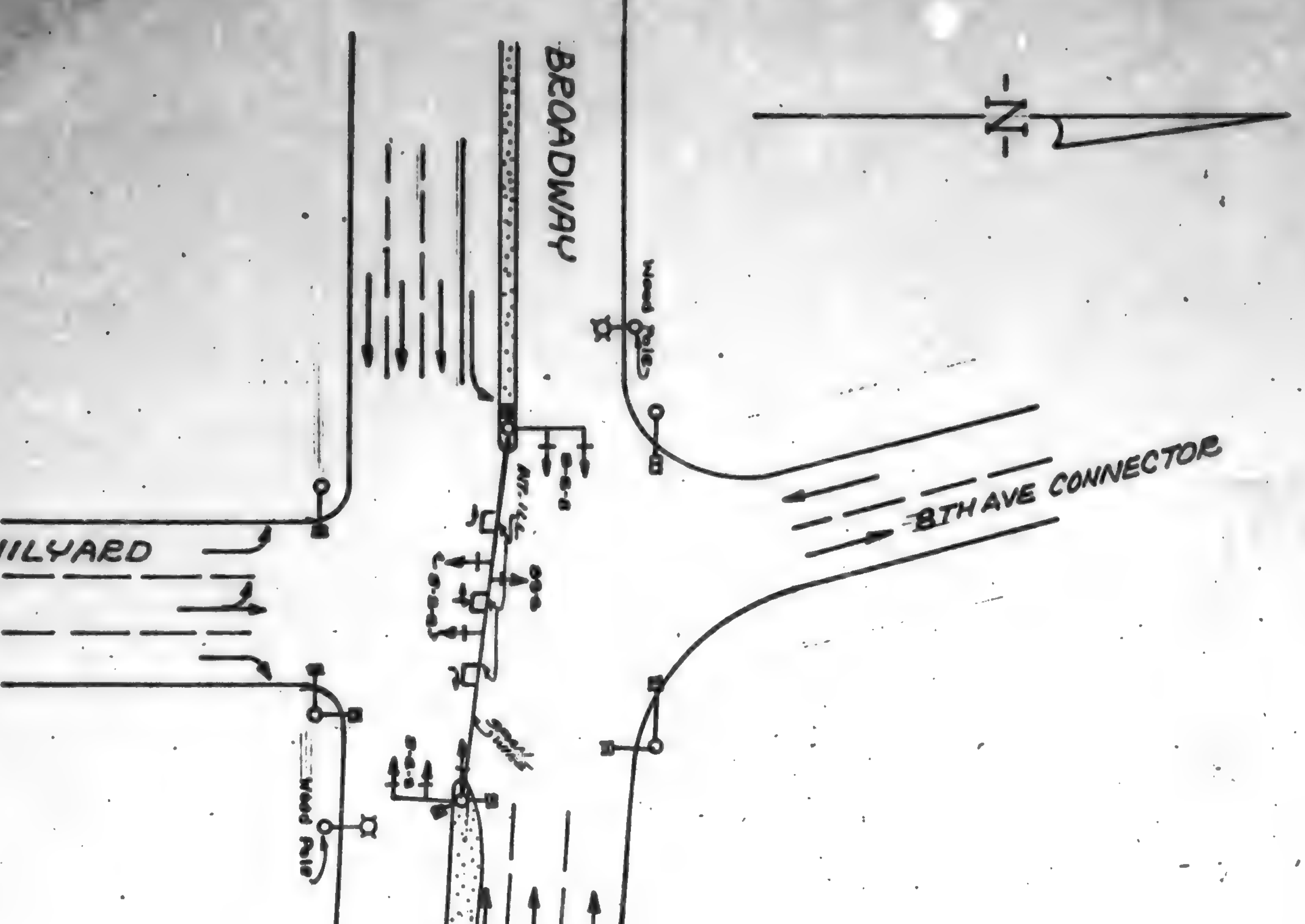
ENCL 1



① MODIFY EXISTING 8-8-8 TO 12" RED-8" A-8" G. REPLACE WOODEN BACK PLATES WITH METAL ONES
② INSTALL LOOP DETECTORS
③ REMOVE EXISTING FIXED TIME CONTROLLER AND MASTER CONTROLLER
④ INSTALL SEMI-ACTUATED SOLID STATE CONTROLLER
⑤ INSTALL 12-8-8 PROGRAMMED SIGNAL HEADS

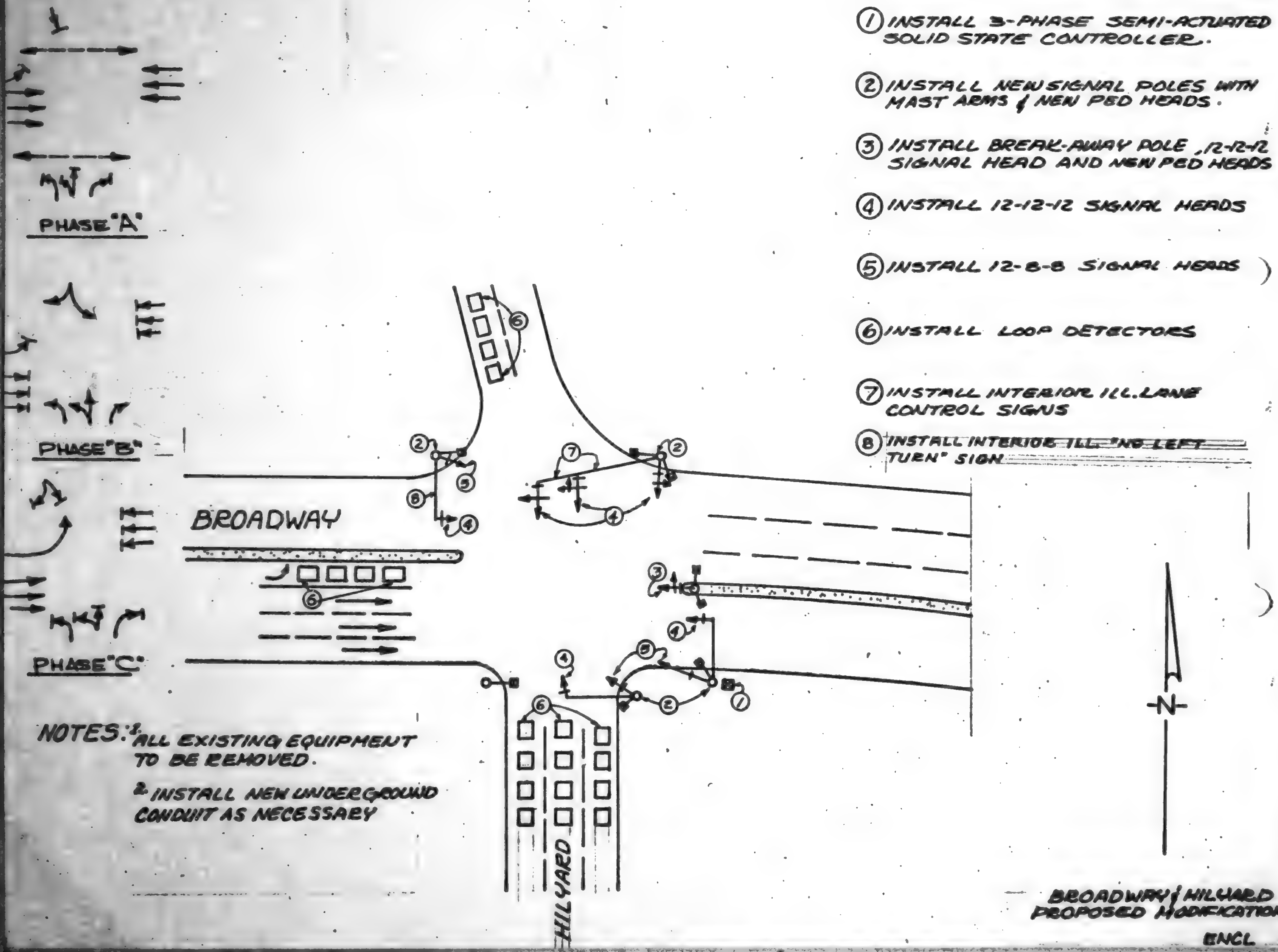
BROADWAY & MILL
PROPOSED MODIFICATIONS

ENCL. 2


BROADWAY
N
Wood Pole
HILYARD
8TH AVE CONNECTOR
No. 14
Wood Pole

BROADWAY & HILYARD
EXISTING CONDITIONS

ENCL 3



① INSTALL 3-PHASE SEMI-ACTUATED SOLID STATE CONTROLLER.

② INSTALL NEW SIGNAL POLES WITH MAST ARMS & NEW PED HEADS.

③ INSTALL BREAK-AWAY POLE, 12-12-12 SIGNAL HEAD AND NEW PED HEADS

④ INSTALL 12-12-12 SIGNAL HEADS

⑤ INSTALL 12-8-8 SIGNAL HEADS

⑥ INSTALL LOOP DETECTORS

⑦ INSTALL INTERIOR ILL. LANE CONTROL SIGNS

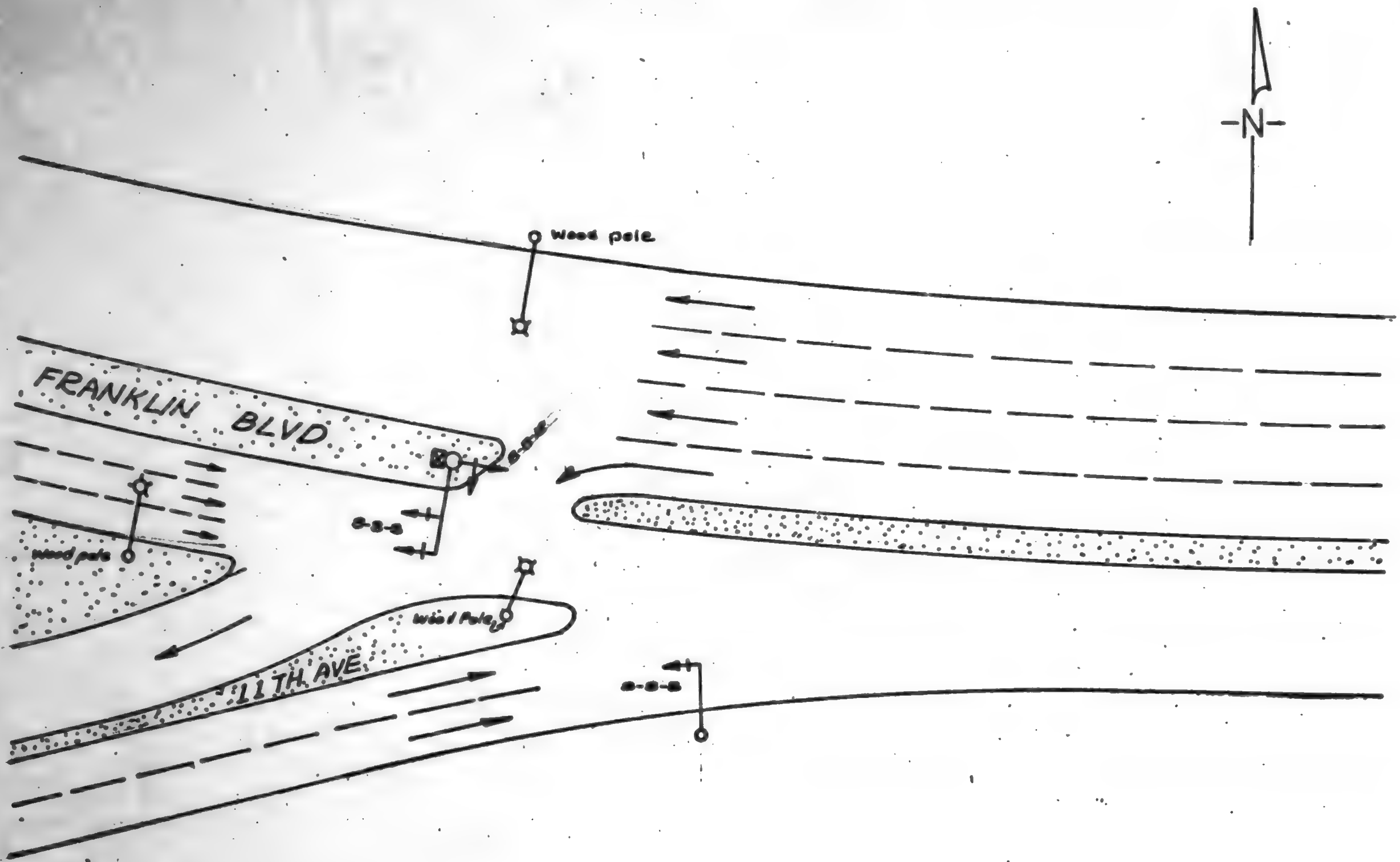
⑧ ~~INSTALL INTERIOR ILL. "NO LEFT TURN" SIGN~~

NOTES: 1. ALL EXISTING EQUIPMENT TO BE REMOVED.

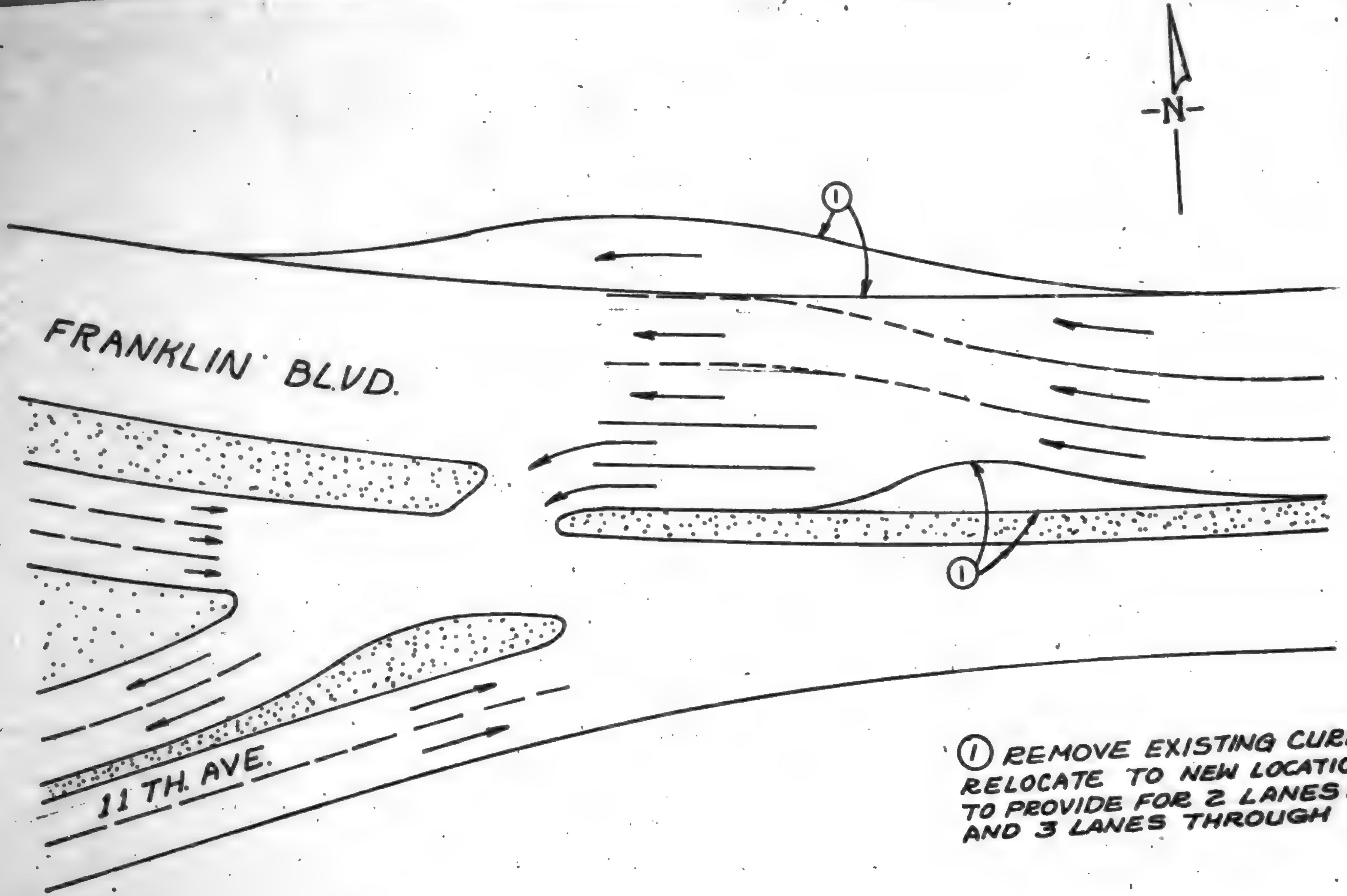
2. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY

BROADWAY & HILYARD
PROPOSED MODIFICATIONS

ENCL 4.

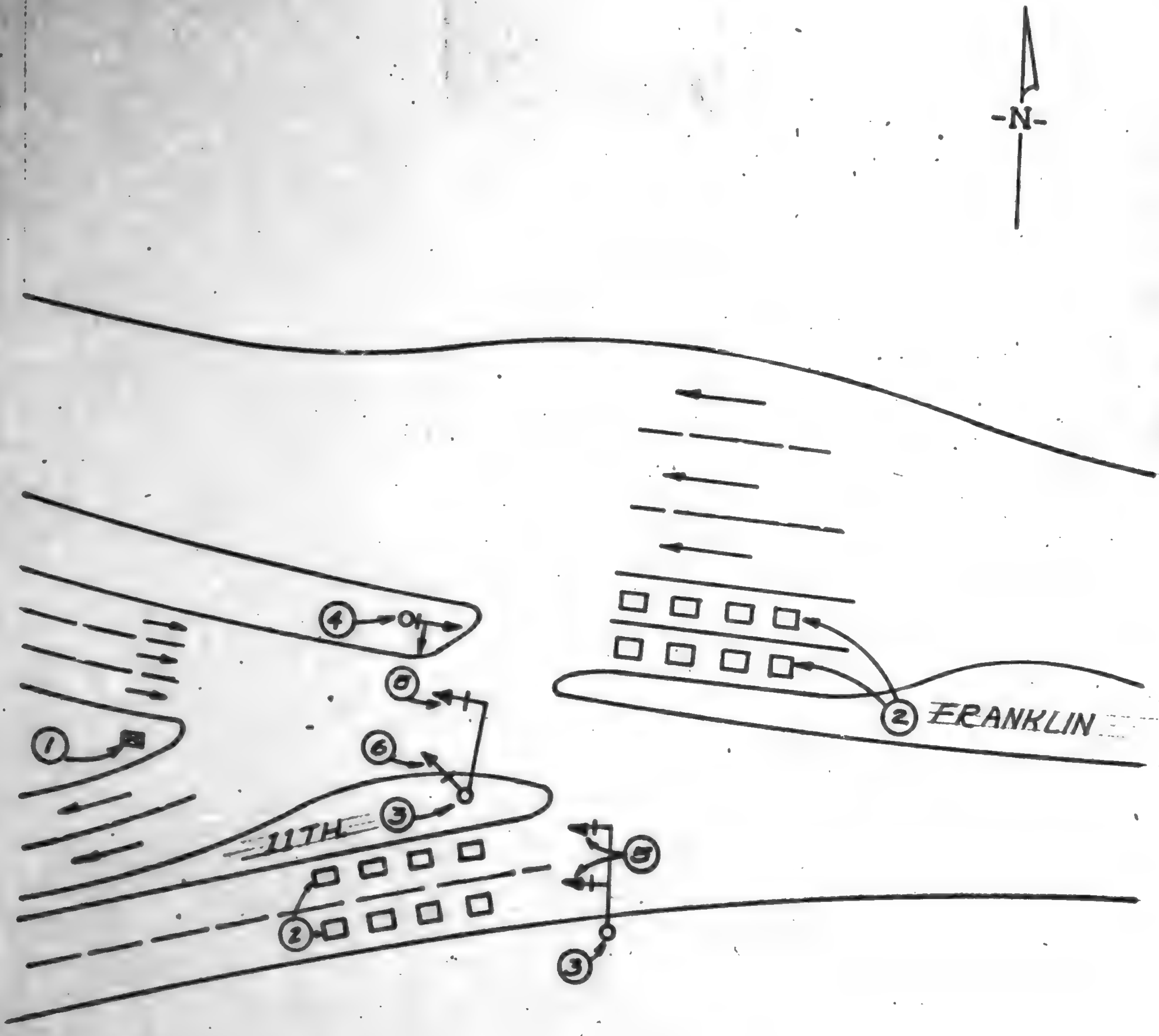

N
Wood pole
FRANKLIN BLVD
11 TH. AVE.
Wood pole
Wood Pole
8-8-8
8-8-8
8-8-8

FRANKLIN & 11 TH.
EXISTING CONDITIONS
ENCL. 6

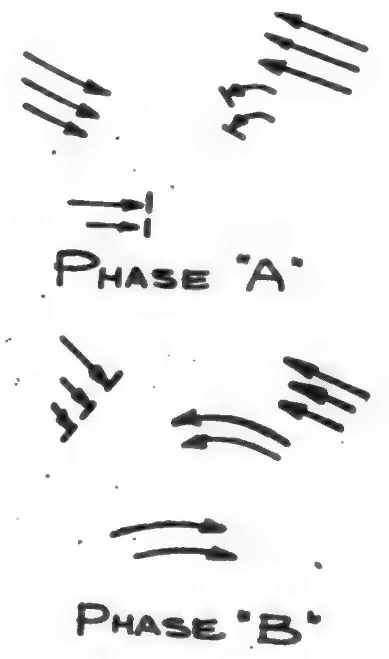

-N-
FRANKLIN BLVD.
11 TH. AVE.
①
①

① REMOVE EXISTING CURBS, RELOCATE TO NEW LOCATION TO PROVIDE FOR 2 LANES LEFT AND 3 LANES THROUGH

FRANKLIN & 11TH
PROPOSED ROADWAY MODIFICATIONS
ENCL. 6



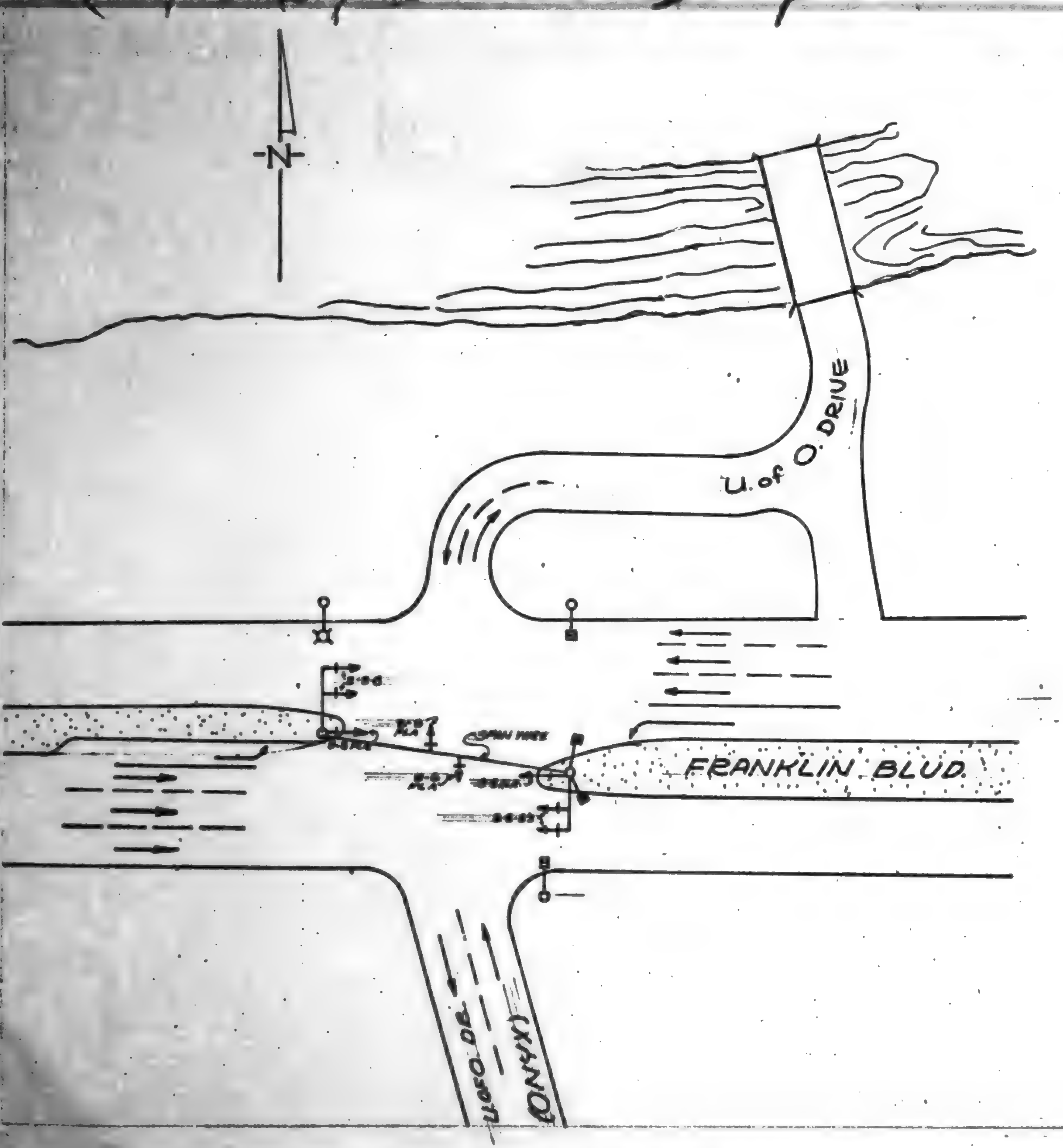
① INSTALL 2-PHASE SEMI-ACTUATED SOLID STATE CONTROLLER
② INSTALL LOOP DETECTORS
③ INSTALL NEW SIGNAL POLES WITH MAST ARMS,
④ INSTALL BREAK AWAY POLE & 12-12-12 HEAD
⑤ INSTALL 12-12-12 SIGNAL HEAD.
⑥ INSTALL 12-8-8 SIGNAL HEADS



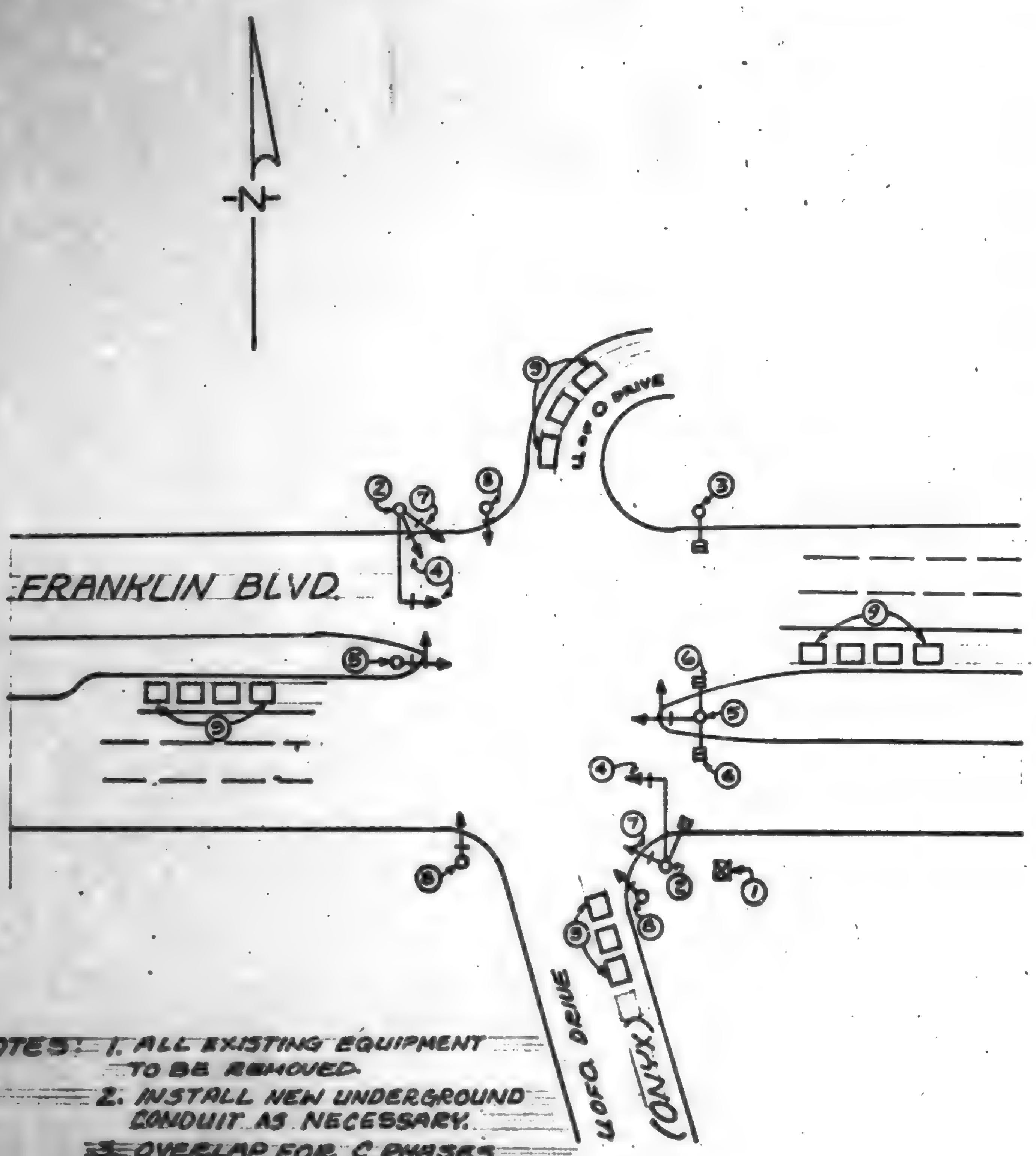
NOTES 1. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY
2. ALL EXISTING EQUIPMENT TO BE REMOVED

FRANKLIN & ELEVENTH
PROPOSED MODIFICATIONS

ENCL. 7


N
U. of O. DRIVE
FRANKLIN BLVD.
SPAN WIRE
U of O DR.
(ONYX)

FRANKLIN & U of O DRIVE
EXISTING CONDITIONS
ENCL. B


N
FRANKLIN BLVD.
U of O DRIVE
U OF O DRIVE
(ONYX)
1
2
3
4
5
6
7
8
9

① INSTALL 3- PHASE SEMI-ACTUATED SOLID STATE CONTROLLER.

② INSTALL NEW SIGNAL POLES WITH MAST ARMS AND NEW PED HEADS (WHERE SHOWN)

③ INSTALL POST & PED HEAD.

④ INSTALL 12-12-12 SIGNAL

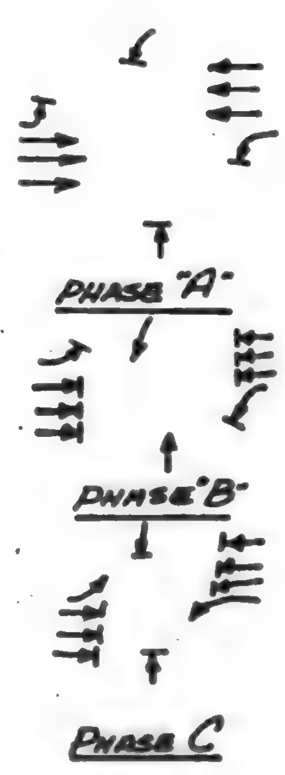
⑤ INSTALL BREAK AWAY POLES AND 12-12-12 SIGNAL HEADS.

⑥ INSTALL PED. HEADS

⑦ INSTALL 12-8-8 SIGNAL HEADS

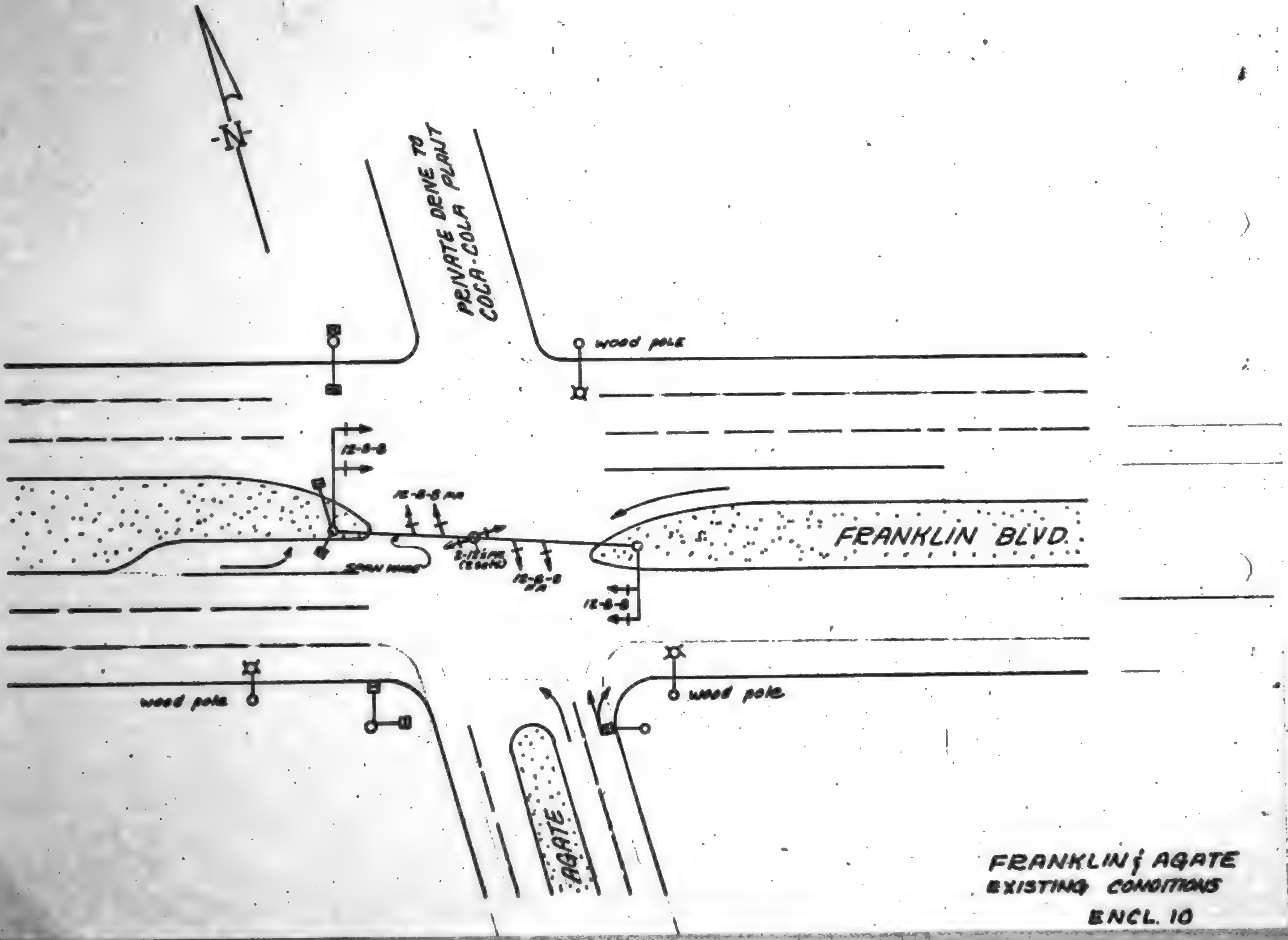
⑧ INSTALL POLES AND 12-12-12 SIGNAL HEADS

⑨ INSTALL LOOP DETECTORS


PHASE "A"
PHASE "B"
PHASE C

NOTES: 1. ALL EXISTING EQUIPMENT TO BE REMOVED.
2. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.
~~3. OVERLAP FOR C PHASES TO BE PROVIDED.~~

FRANKLIN/U of O DR.
PROPOSED MODIFICATIONS
ENCL. 9


N
PRIVATE DRIVE TO COCA-COLA PLANT
wood pole
12-8-8
12-8-8 FA
SPAN WIRE
3-12 8 FA (2 sets)
12-8-8 FA
12-8-8
FRANKLIN BLVD.
wood pole
wood pole
AGATE

FRANKLIN & AGATE
EXISTING CONDITIONS
ENCL. 10

① - INSTALL 3-PHASE SEMI-ACTUATED SOLID STATE CONTROLLER

② - INSTALL NEW SIGNAL POLES WITH MAST ARMS. SALVAGED PED. HEADS TO BE PLACED WHERE SHOWN

③ - INSTALL POST AND SALVAGED PED HEADS

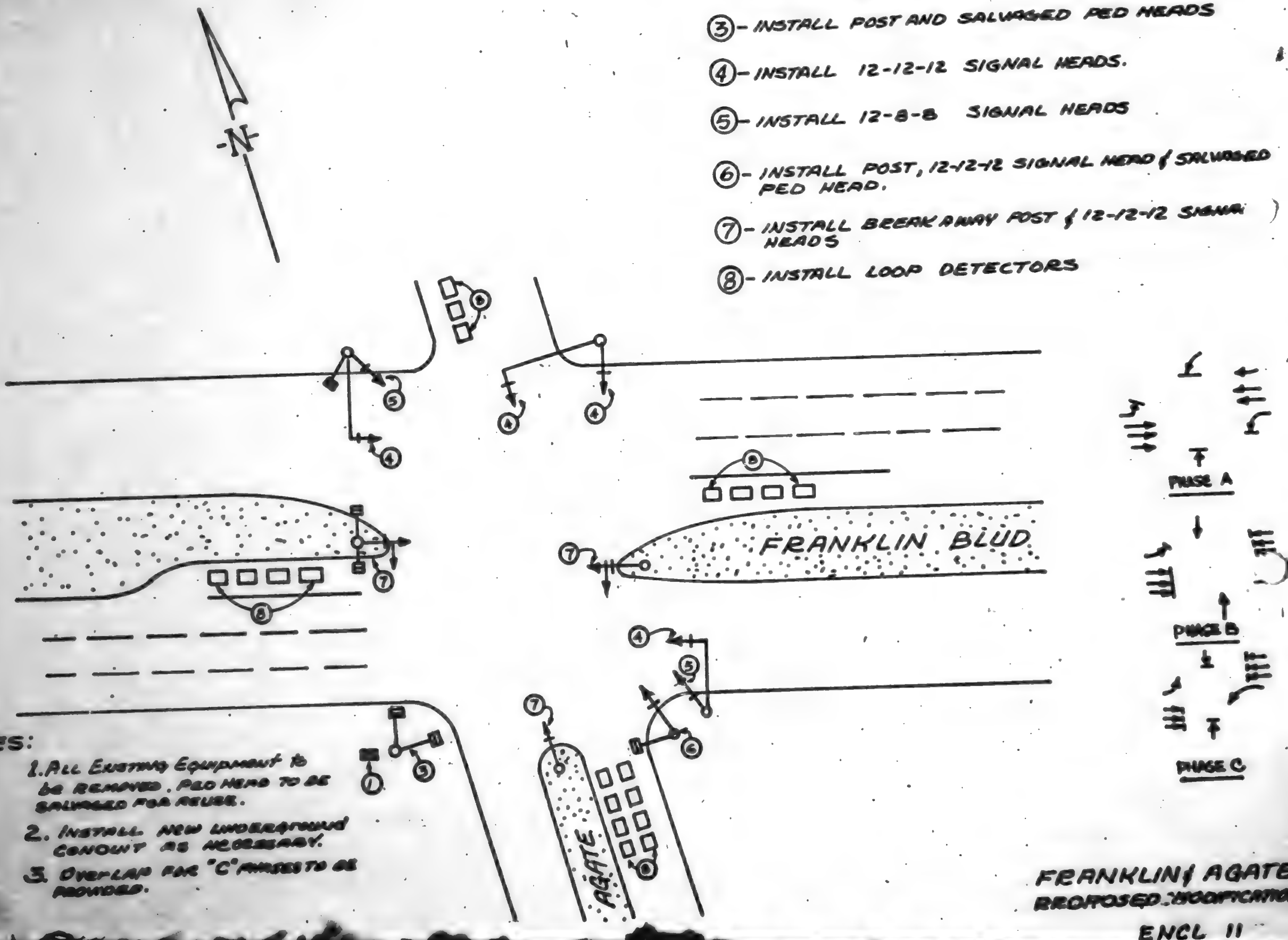
④ - INSTALL 12-12-12 SIGNAL HEADS.

⑤ - INSTALL 12-8-8 SIGNAL HEADS

⑥ - INSTALL POST, 12-12-12 SIGNAL HEAD & SALVAGED PED HEAD.

⑦ - INSTALL BREAKAWAY POST & 12-12-12 SIGNAL HEADS

⑧ - INSTALL LOOP DETECTORS

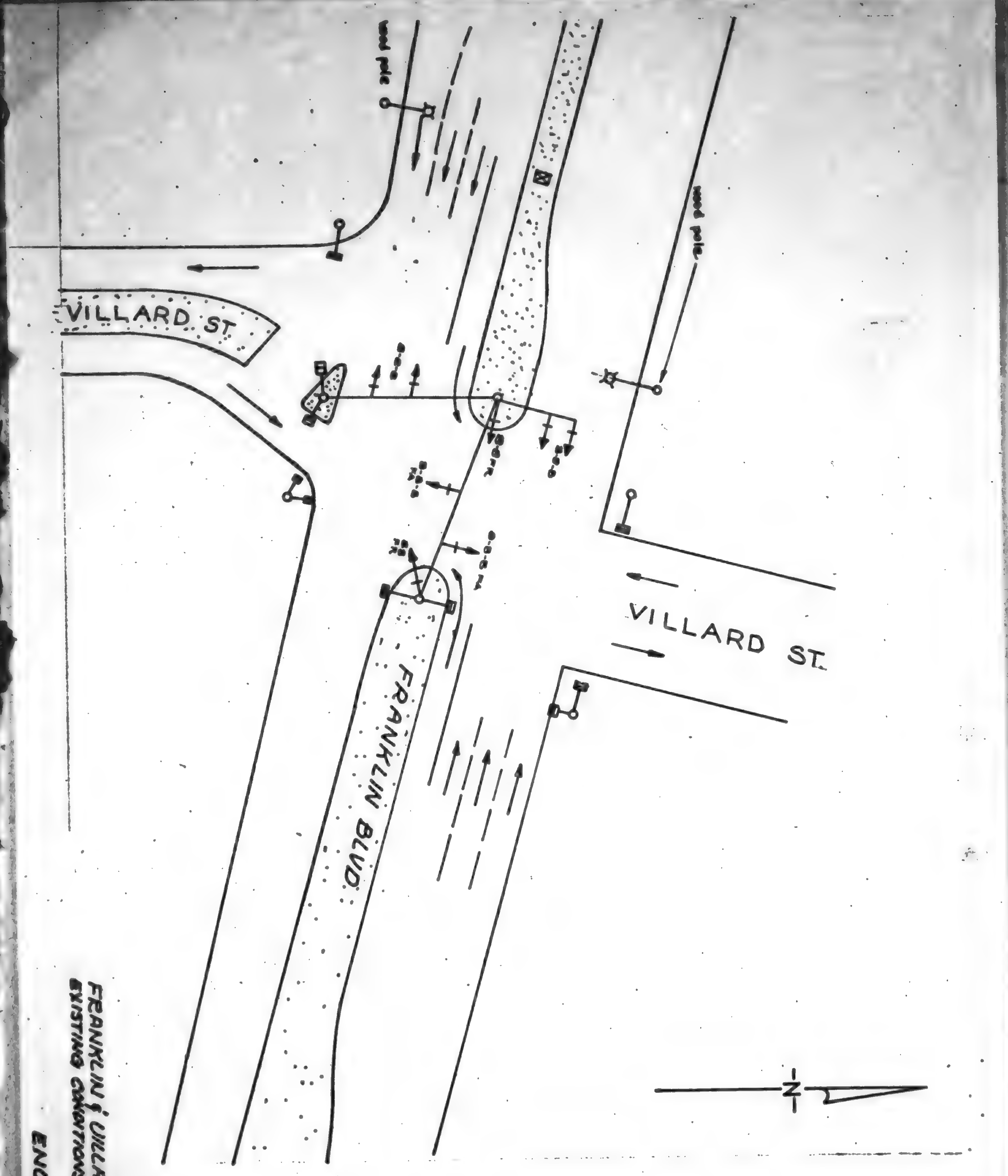


NOTES:

1. ALL EXISTING EQUIPMENT TO BE REMOVED. PED HEAD TO BE SALVAGED FOR REUSE.
2. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.
3. OVERLAP FOR "C" PHASES TO BE PROVIDED.

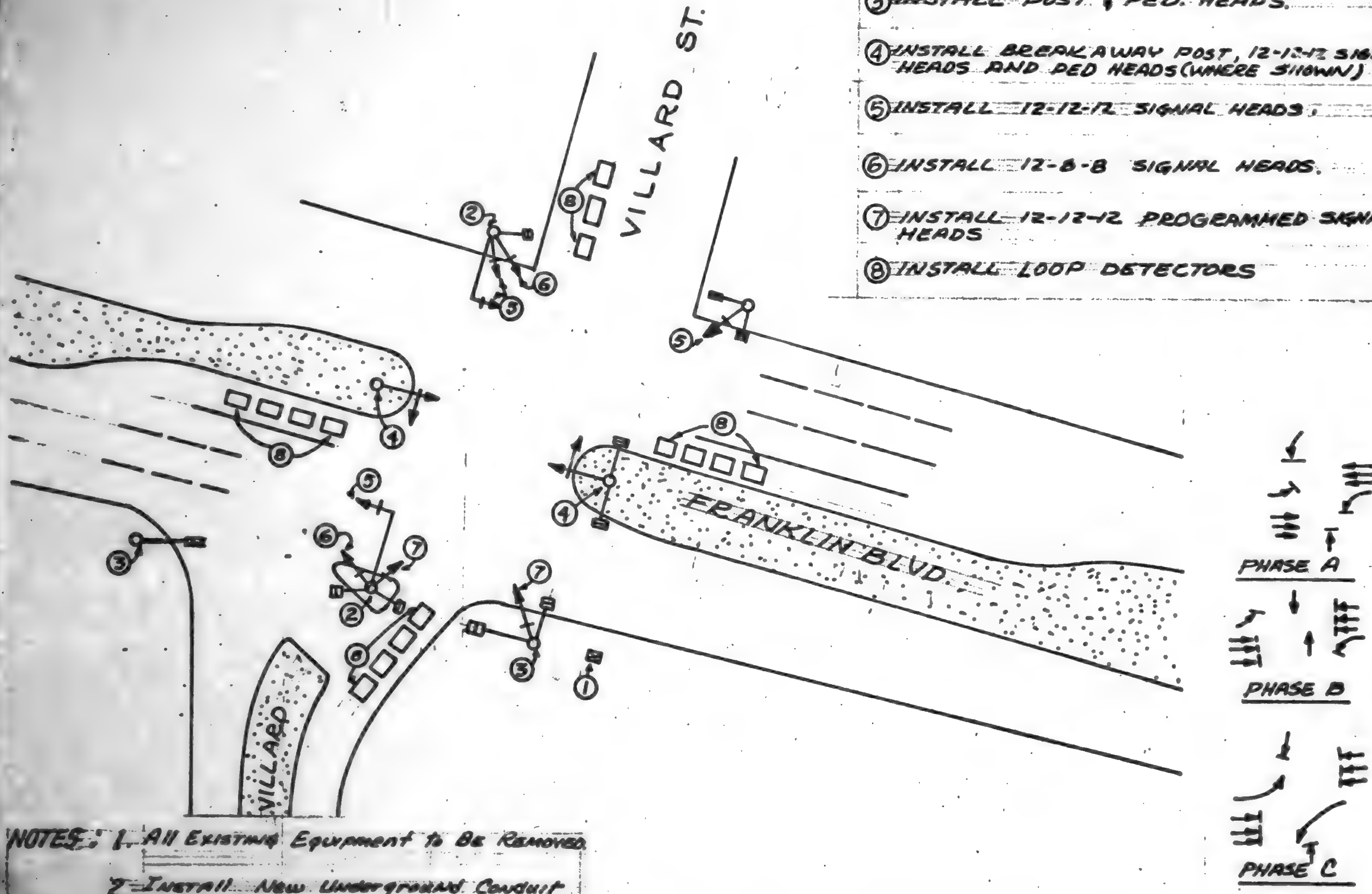
FRANKLIN & AGATE
PROPOSED MODIFICATIONS

ENCL 11


wood pole
wood pole
VILLARD ST.
VILLARD ST.
FRANKLIN BLVD.
N

FRANKLIN & VILLARD
EXISTING CONDITIONS

ENCL 12.


VILLARD ST.
FRANKLIN BLVD.
VILLARD
①
②
③
④
⑤
⑥
⑦
⑧
PHASE A
PHASE B
PHASE C

①INSTALL 3-PHASE SEMI-ACTUATED SOLID STATE CONTROLLER.

②INSTALL NEW SIGNAL POLES WITH MAST ARMS & PED HEADS (WHERE SHOWN)

③INSTALL POST & PED. HEADS.

④INSTALL BREAKAWAY POST, 12-12-12 SIGNAL HEADS AND PED HEADS (WHERE SHOWN)

⑤INSTALL 12-12-12 SIGNAL HEADS.

⑥INSTALL 12-8-8 SIGNAL HEADS.

⑦INSTALL 12-12-12 PROGRAMMED SIGNAL HEADS

⑧INSTALL LOOP DETECTORS

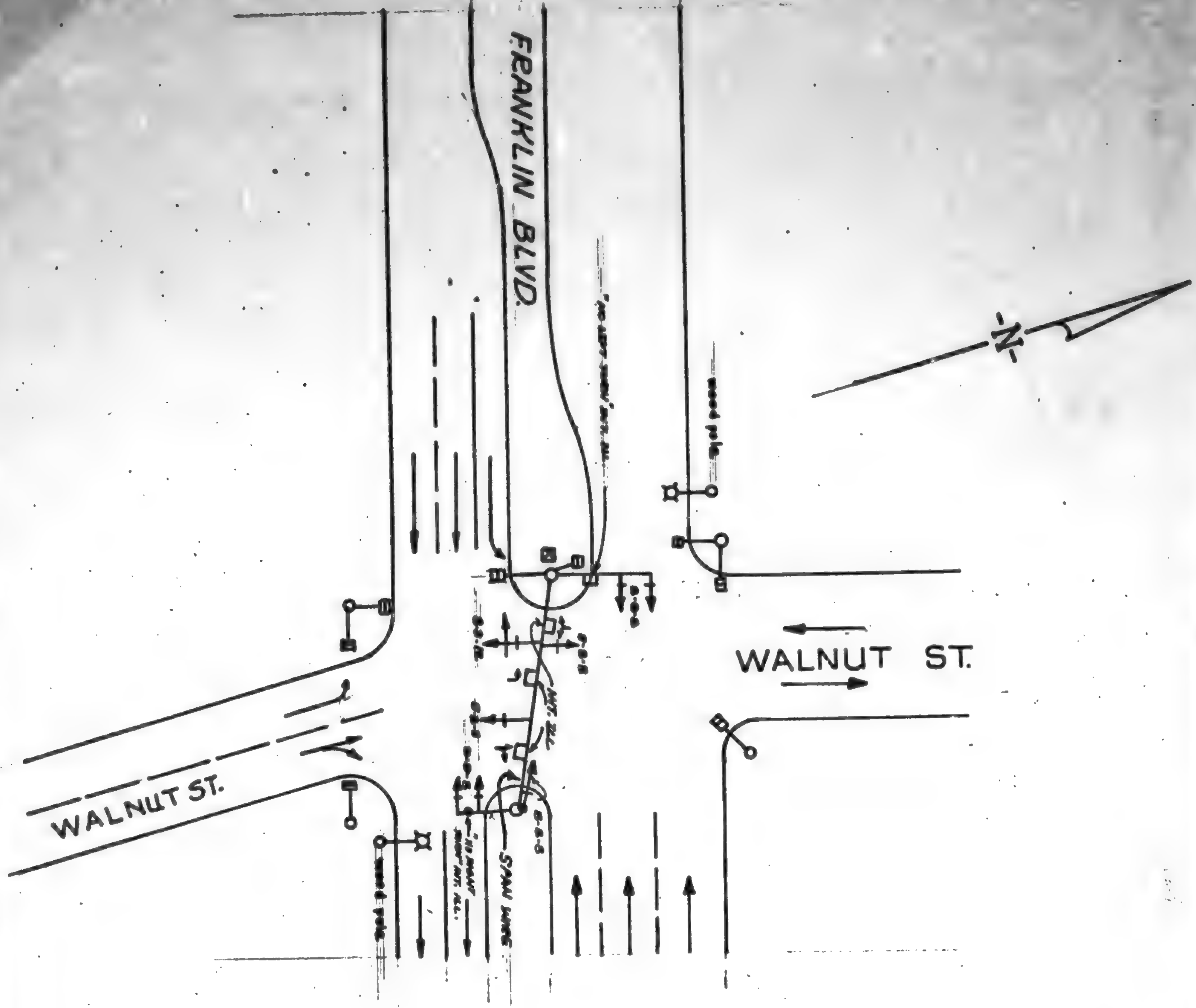
NOTES: 1. All Existing Equipment to Be Removed.

2. Install New Underground Conduit As Necessary.

3. Overlap for "C" Phases to be Provided.

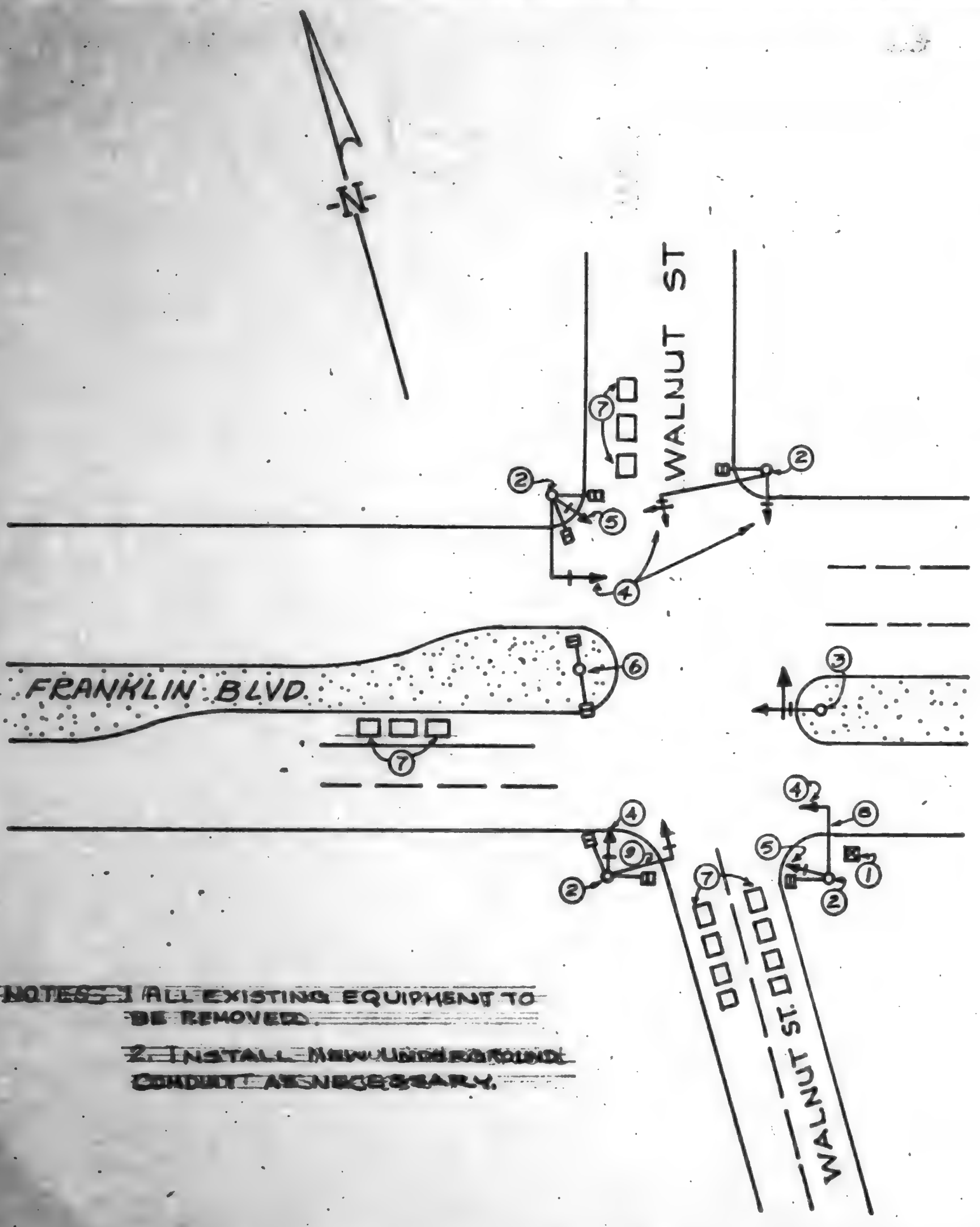
FRANKLIN & VILLARD
PROPOSED MODIFICATIONS

ENCL. 13


FRANKLIN BLVD.
"NO LEFT TURN" INT. ILL.
wood pole
WALNUT ST.
WALNUT ST.
INT. ILL.
SPAN WIRE
"NO RIGHT TURN" INT. ILL.
wood pole
-N-

FRANKLIN / WALNUT
EXISTING CONDITIONS

ENCL. 15



① INSTALL 3-PHASE SEMI-ACTUATED SOLID STATE CONTROLLER.

② INSTALL NEW SIGNAL POLES WITH MAST ARMS AND PED. HEADS.

③ INSTALL BREAK AWAY POLES AND 12-12-12 SIGNAL HEAD.

④ INSTALL 12-12-12 SIGNAL HEADS.

⑤ INSTALL 12-8-8-[illegible] SIGNAL HEADS

⑥ INSTALL BREAK AWAY POST, PED HEADS AND "NO LEFT TURN" SIGN WITH INTERNAL ILLUMINATION.

⑦ INSTALL LOOP DETECTORS

⑧ INSTALL INTERNAL ILLUMINATION "ONE WAY" SIGN

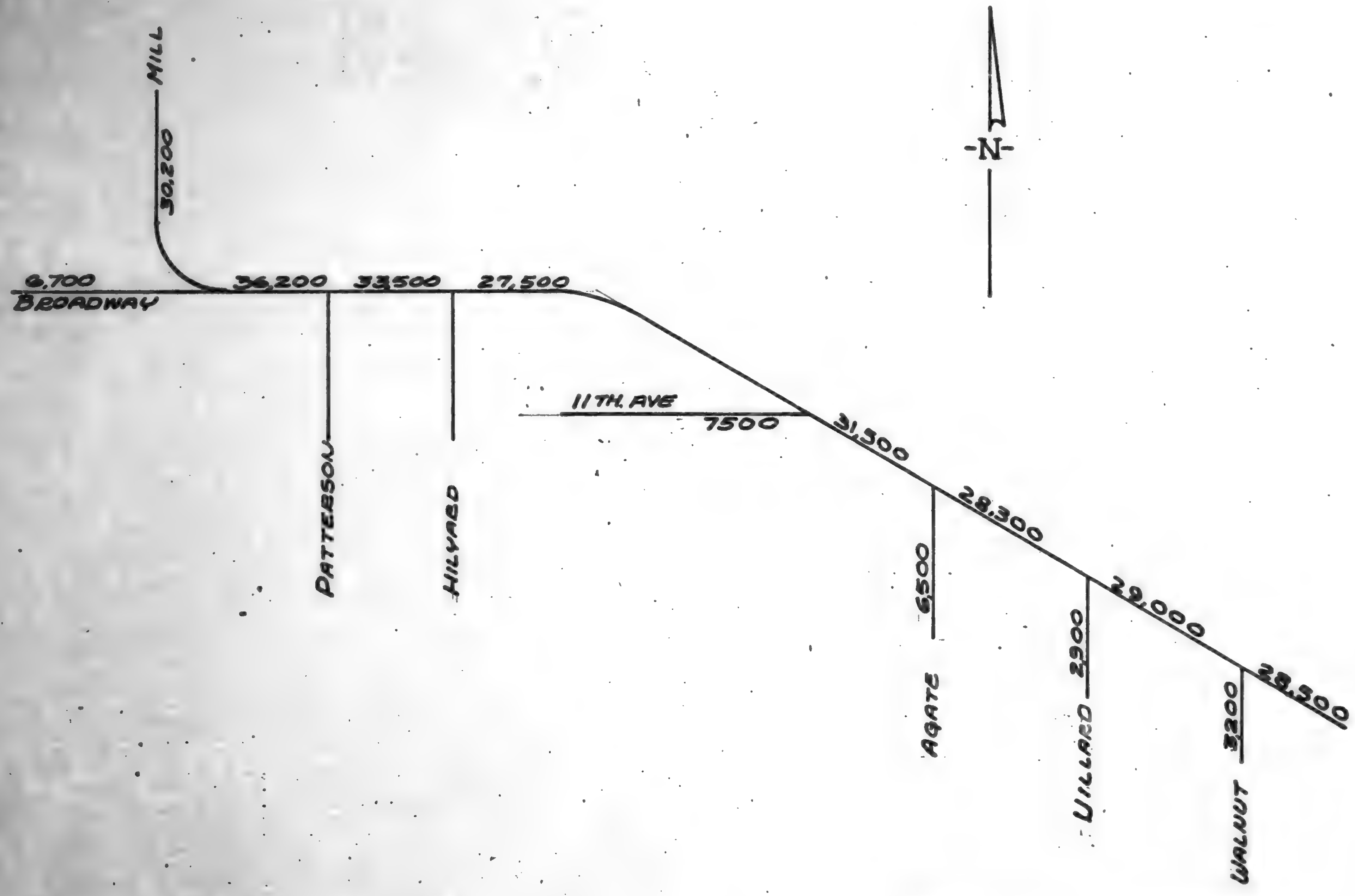
⑨ INSTALL INTERNAL ILLUMINATION "DO NOT ENTER" SIGN.

NOTES: 1. ALL EXISTING EQUIPMENT TO BE REMOVED.

2. INSTALL NEW UNDERGROUND CONDUIT AS NECESSARY.

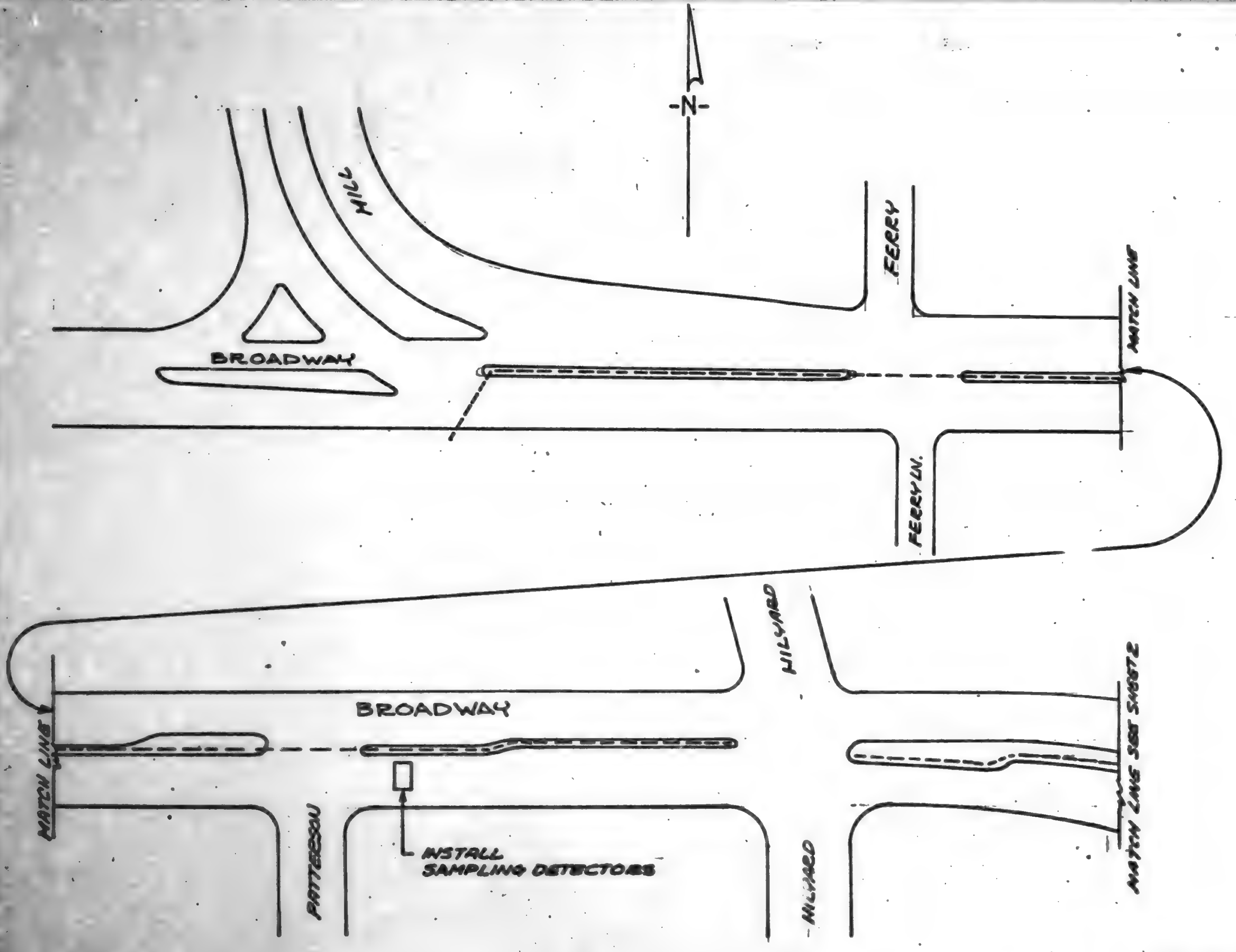
FRANKLIN & WALNUT
PROPOSED MODIFICATIONS

ENCL. 15


MILL
30,200
6,700
BROADWAY
36,200
33,500
27,500
PATTERSON
HILYARD
11TH. AVE
7500
31,300
AGATE
6500
28,300
VILLARD
2900
29,000
WALNUT
3200
28,500
-N-

TRAFFIC VOLUMES
BROADWAY & FRANKLIN

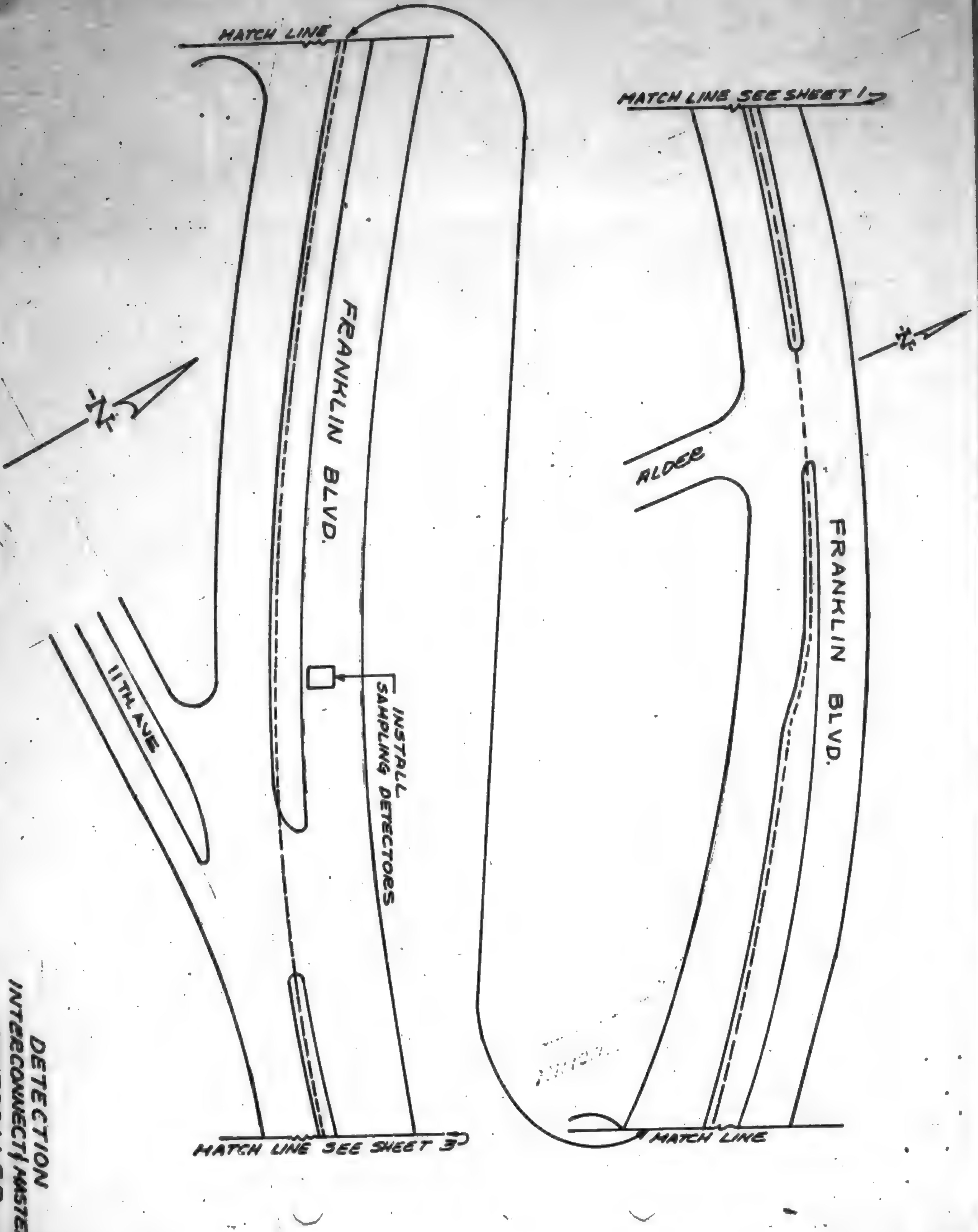
ENCL. 16


-N-
HILL
FERRY
BROADWAY
MATCH LINE
FERRY LN.
HILYARD
BROADWAY
MATCH LINE
PATTERSON
INSTALL SAMPLING DETECTORS
HILYARD
MATCH LINE SEE SHEET 2

----------- INSTALL 2" CONDUIT, INTERCONNECT WIRE & SAMPLING DETECTOR WIRE (PULL BOXES AS NECESSARY)

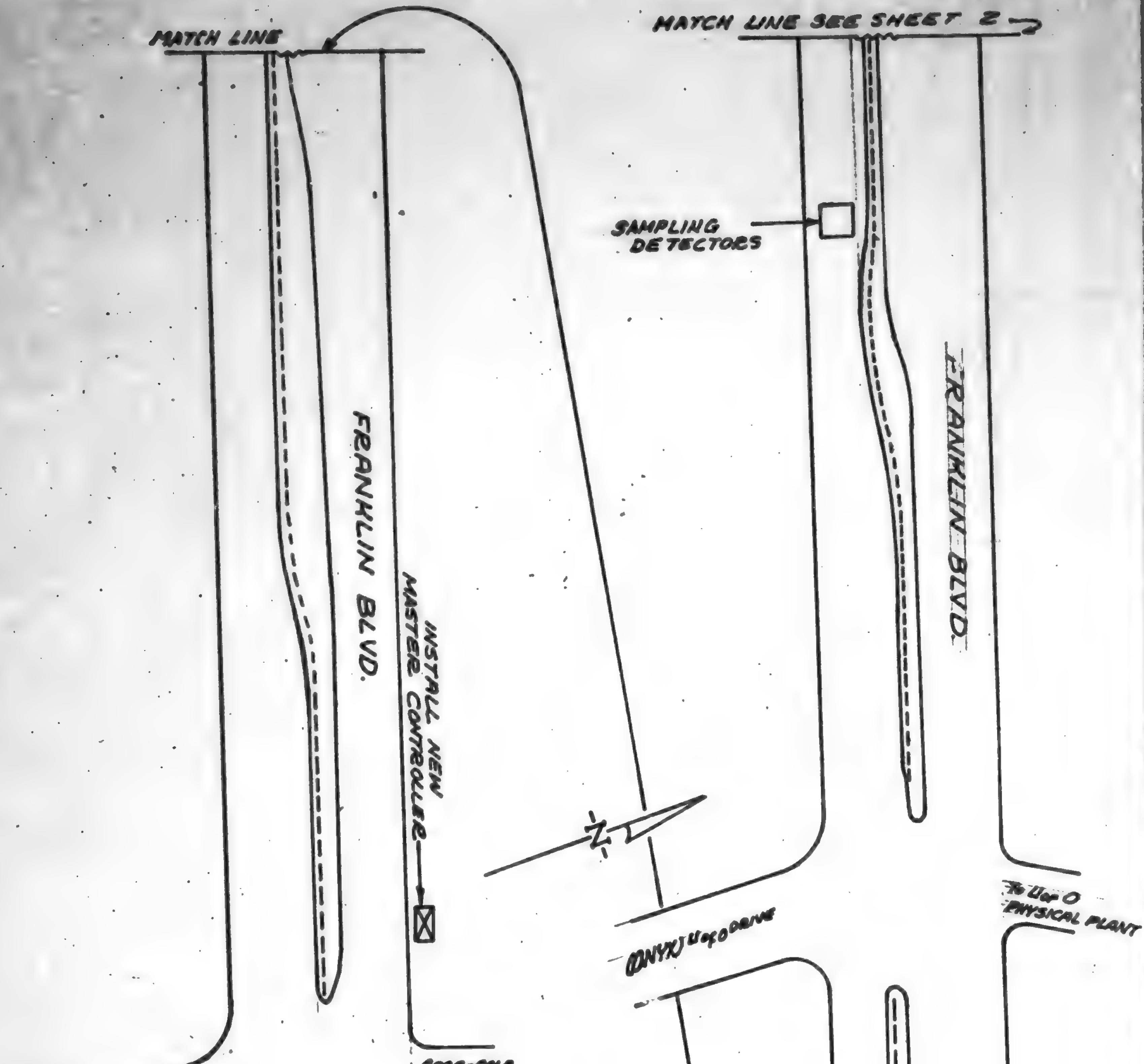
DETECTION
INTERCONNECT/MASTER
CONTROLLER

SHEET 1 of 5
ENCL. 17

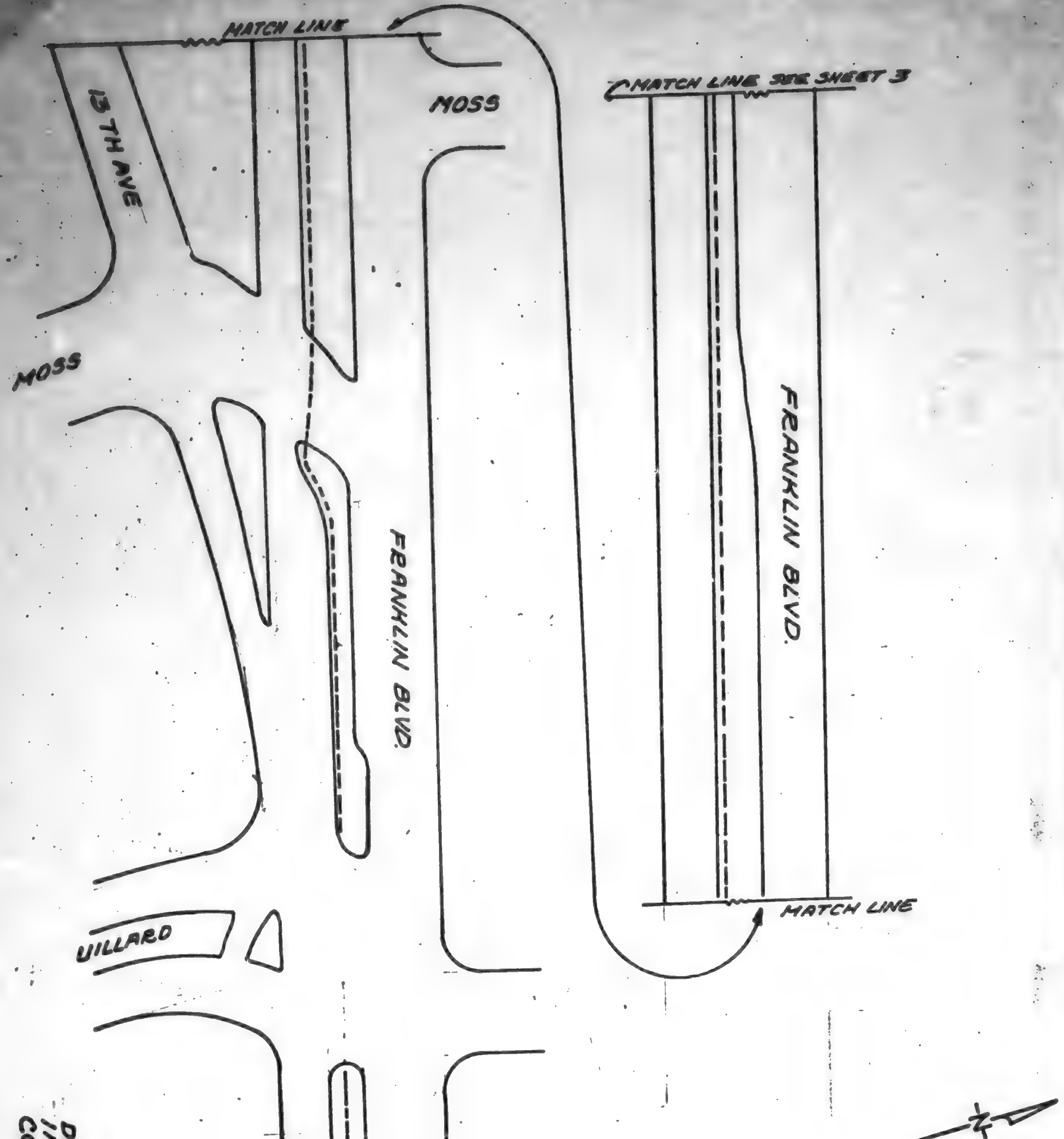

MATCH LINE
MATCH LINE SEE SHEET 1
FRANKLIN BLVD.
INSTALL SAMPLING DETECTORS
11TH AVE
ALDER
FRANKLIN BLVD.
N
N
MATCH LINE SEE SHEET 3
MATCH LINE

DETECTION
INTERCONNECT & MASTER
CONTROLLER
ENCL 18

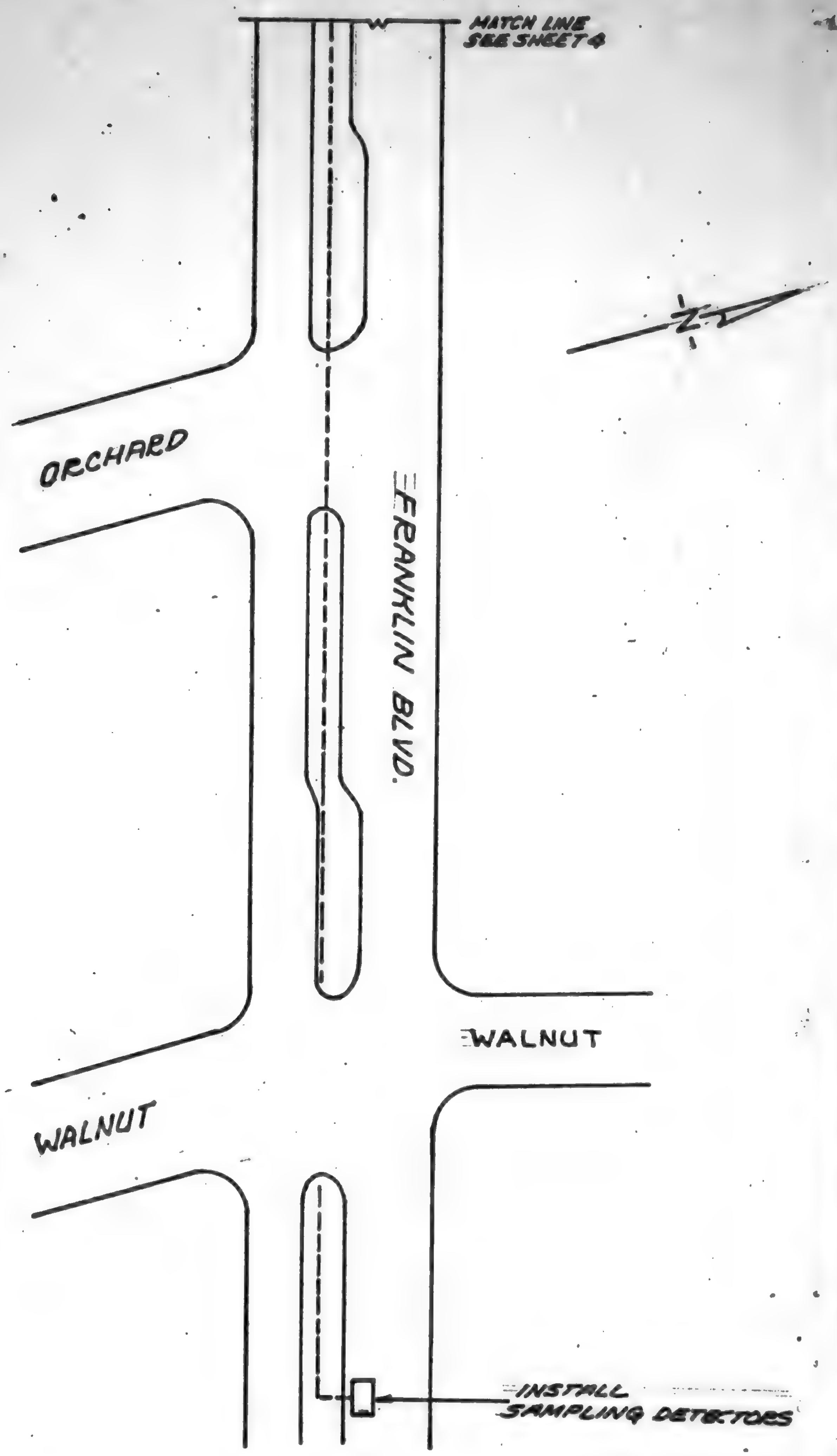
SHEET 2 of 5


MATCH LINE
MATCH LINE SEE SHEET 2
SAMPLING DETECTORS
FRANKLIN BLVD.
FRANKLIN BLVD.
INSTALL NEW MASTER CONTROLLER
N
ONYX U of O DRIVE
To U of O PHYSICAL PLANT
COCA-COLA PLANT
AGATE
MATCH LINE SEE SHEET 4
MATCH LINE

DETECTION,
INTERCONNECT & MASTER
CONTROLLER
SHEET 3 of 5
ENCL 19

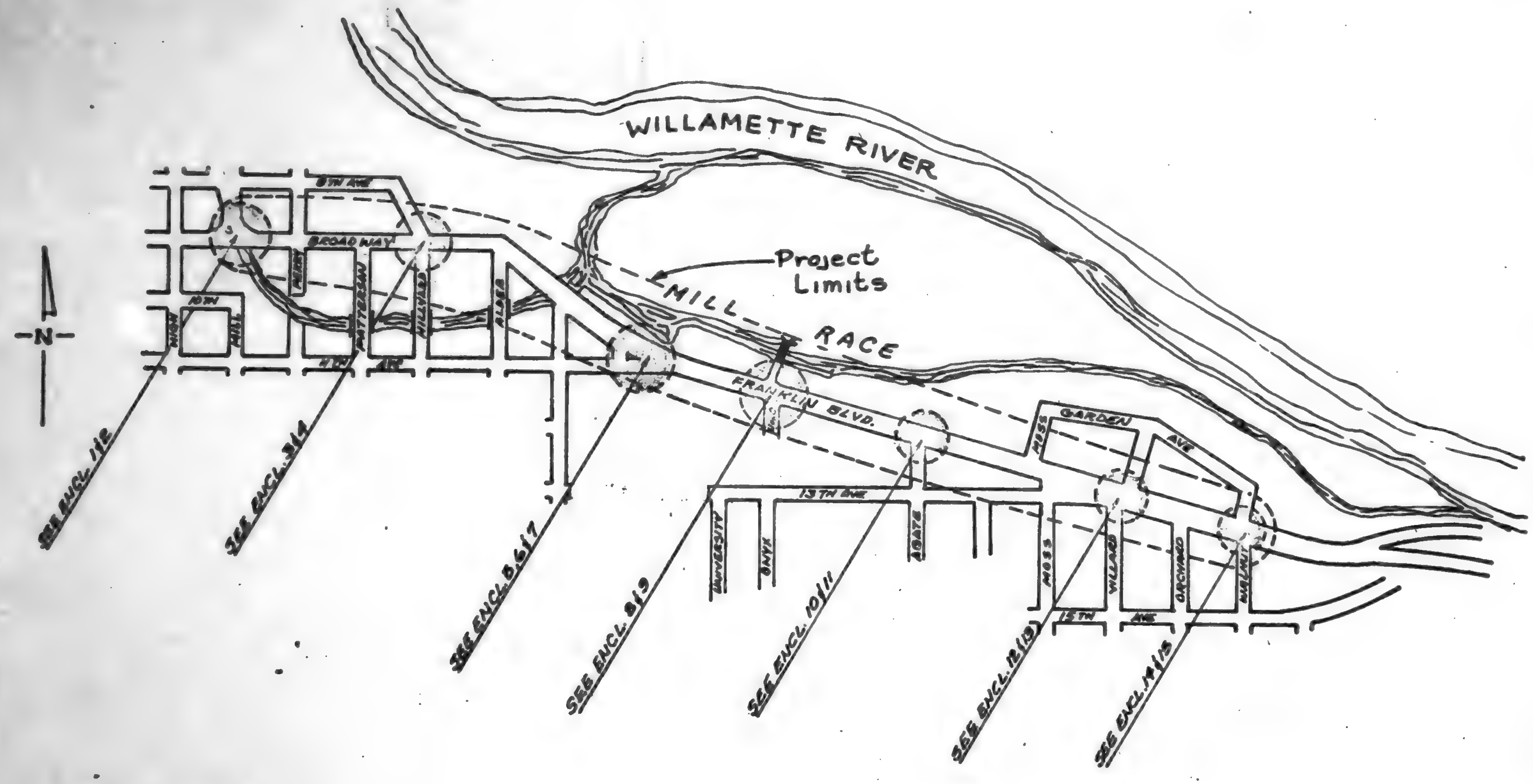

MATCH LINE
13 TH AVE
MOSS
MOSS
MATCH LINE SEE SHEET 3
FRANKLIN BLVD.
FRANKLIN BLVD.
MATCH LINE
VILLARD
MATCH LINE SEE SHEET 5

DETECTION,
INTERCONNECT/MASTER
CONTROLLER
SHEET 4 of 5
ENCL 20


MATCH LINE
SEE SHEET 4
N
ORCHARD
FRANKLIN BLVD.
WALNUT
WALNUT
INSTALL
SAMPLING DETECTORS

DETECTION,
INTERCONNECT & MASTER
CONTROLLER
SHEET 5 OF 5

ENCL 21


WILLAMETTE RIVER
Project Limits
MILL RACE
N
FRANKLIN BLVD.
HIGH
10TH
MILL
PERRY
BROADWAY
PATTERSON
HILLYARD
ALDER
8TH AVE
11TH AVE
13TH AVE
UNIVERSITY
ONYX
AGATE
MOSS
GARDEN AVE
WILLARD
ORCHARD
WALNUT
15TH AVE
SEE ENCL. 1&2
SEE ENCL. 3&4
SEE ENCL. 5,6&7
SEE ENCL. 8&9
SEE ENCL. 10&11
SEE ENCL. 12&13
SEE ENCL. 14&15

LOCATION MAP
EXHIBIT "A."

INTERSECTIONS TO BE MODIFIED
UNDER THIS PROJECT
SEE ENCL. 16 FOR TRAFFIC VOLUME

8064 SE 89th Ave-SE 106th Ave. 1974
Sec. SE Foster & Woodstock #3
(Grade,pave,sign & landscape)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 131613

FORM 81-734-1199

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/29/81	CC-81-21	

CREDIT DISTRIBUTION

626-1021-295-00-000	21,578.55
324.02	$ 1,525.73
326-2548-296-00-000	20,906.71
626-1021-296-00-000	(21,578.55)
326-2548-295-00-000	(20,906.71)

PØRTLCP

City of Portland
- Bureau of Street & Structural Engineering
- 621 S.W. Alder, Room 725
- Portland, Oregon 97205
- Attention: David Vargas, State Hwy. Coordinator

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-9776 (1) (2) & (3) S.E. 89th Avenue-S.E. 106th Avenue Foster/Woodstock Couplet Multnomah County Covered by Agreement dated 2-28-73			
TOTAL COST			$1,617,905.1
Less Federal Funds			1,337,961.7
Less State Share			122,071.3
Less County Share			12,846.3
City Share			145,025.7
City's Advance Deposit			143,500.0
AMOUNT DUE		a	$ 1,525.7

Form 734-1191 (Rev. 6/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-31-81	CC-81-21	

CREDIT DISTRIBUTION

326-1984-295	$ 2,857.57
326-2548-295	23,906.71
626-1021-295	(16,378.55)

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder, Room 725
Portland, Oregon 97205
Attn: Mr. David Vargas
State Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-9776 (1)(2) & (3) S.E. 89th Avenue-S.E. 106th Avenue Foster/Woodstock Couplet Multnomah County Covered by Agreement dated 2-28-73 Contract No. 8064			
TOTAL COST			$1,617,905.16
Less Federal Funds			1,337,961.72
Less State Share			122,071.38
Less County Share			12,846.33
City Share			145,025.73
City's Advance Deposit			143,500.00
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $143,500.00
Advance Deposit Previously Transferred to Highway Fund $134,640.00
Balance .... $ 8,860.00
Transfer to Highway Fund .... $ 8,860.00
Refund Due .... $ - - -

Amount Due . . . . . $ 1,525.73

Submitted by: Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Approved:
D. E. Swan

Number of the previous request in connection with this service. CC 1413, CC 1448 & CC 1797

SP*35736-734

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-31-81	CC 81-20	

CREDIT DISTRIBUTION

326-1984-297	$1,126.01
326-2548-297	- -
626-1021-297	- -

BILL TO: Code:

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Attn: Mr. Oliver Domreis
County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-9776(1)(2) & (3) S.E. 89th Avenue - S.E. 106th Avenue Foster/Woodstock Couplet Multnomah County Covered by Agreement dated 2-28-73 Contract No. 8064			
TOTAL COST			$1,617,905.16
Less Federal Funds			1,337,961.72
Less State Share			122,071.38
Less City Share			145,025.73
County Share			12,846.33
County's Advance Deposit			20,580.00
REFUND DUE COUNTY			$ 7,733.67
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 20,580.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,000.00
Balance	$ 4,580.00
Transfer to Highway Fund	$ 680.00
Refund Due	$ 3,900.00
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1412, CC 1449

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3-31-81

CITY PORTLAND & MULTNOMAH COUNTY **Contract No.** 8064 **Date Completed** 5-26-76

PROJECT # M-9776(1)(2)&(3) **Section** S.E. 89th Ave.-S.E. 106th Ave.,Foster/Woodstock Couplet

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST CITY	COUNTY	TOTAL
Preliminary Engineering	$ 74,342.29	$ 15,226.73	$ 89,569.02
Right-ofWay	376,489.85	26,731.30	403,221.15
Payments to Contractor	853,891.86	88,135.47	942,027.33
SFO #1 Relocate Luminaires	2,947.40	603.68	3,551.08
SFO #2 Work by PGE	3,626.98	742.88	4,369.86
SFO #4 Reconstruct RR Facilities	- - -	5,074.57	5,074.57
SFO #5 Furnish & Install Water Service	2,958.90	- - -	2,958.90
Construction Engineering	147,391.97	16,195.12	163,587.09
Audit Expense	457.49	93.70	551.19
Training	2,324.84	476.17	2,801.01
EEO Monitoring	160.99	32.97	193.96
TOTAL	$1,464,592.57	$153,312.59	$1,617.905.16

CITY PORTION:		
Total Cost		$1,464,592.57
Less Federal Funds:		
P.E.	$ 63,576.46	
R/W	296,082.17	
Construction	849,610.86	1,209,269.49
BALANCE		$ 255,323.08
LESS NON-PARTICIPATING COSTS:		
Preliminary Engineering	$ 229.32	
R/W	31,405.74	
Const. Engineering	20,445.25	
Audit	134.43	
SFO #5	2,958.90	55,173.64
AMOUNT TO BE SHARE BY STATE & CITY		$ 200,149.44

STATE SHARE: 50% of ($200,149.44 + $20,445.25) = $110,297.35

CITY SHARE: 50% of $200,149.44 + ($55,173.64 - $10,222.62) = $145,025.73

(CONTINUED ON NEXT PAGE)

Reference: **Billing Form**________

CITY OF PORTLAND & MULTNOMAH COUNTY

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

CITY __________ **Contract No.** ______ **Date Completed**__________

PROJECT # ________ **Section**____________________

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
COUNTY PORTION:		
Total Cost		$153,312.59
Less Federal Funds:		
P.E.	$13,021.68	
R/W	22,079.34	
Construction	93,591.21	128,692.23
BALANCE		$ 24,620.36
Less Non-Participating Costs:		
Preliminary Engineering	$ 46.97	
R/W	997.80	
Construction Engineering	2,246.48	
Audit Expense	27.53	3,318.78
AMOUNT TO BE SHARED BY STATE & COUNTY		$ 21,301.58

STATE SHARE: 50% of ($21,301.58 + $2,246.48) = $11,774.03

COUNTY SHARE: 50% of $21,301.58 + ($3,318.78 - $1,123.24) = $12,846.33

Reference: **Billing Form** CC 81-20 & CC 81-21

Form [illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214
Attn: Mr. Oliver Domreis
County Engineer

Date March 31, 1981

Invoice No.

P.O. No.

Crew No. 006-00

Additional funds to be refunded to Multnomah County for Federal Aid Urban Project No. M-9776 (1)(2) & (3), S.E. 89th Avenue-S.E. 106th Avenue, Foster/Woodstock Couplet.

R/W	326-2548	$3,175.12
Const.	626-1021	658.55
		$3,833.67

Reference: CC-81-20

APPROVED

D. E. Swan
Operation Programming Engineer

9774

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 3, 1979

Jon Rose
ODOT Metro
5821 NE Glisan Street
Portland, Or 97213

Subject: Foster Woodstock Couplet

Dear Jon:

There will be no additional charges for the Foster Woodstock Couplet Project. The audit of this project was completed about 1 year ago.

Sincerely,

L. David Hill

L. David Hill, Engineer III
Bureau of Streets and Structural Engineering

From Metro JON ROSE
Date 5/7/79

To [redacted]

[redacted] raffic Region 1

Comments: This letter from the City of Portland should allow the subject project to be closed out.

Jon Rose

MA PDM PDE TSE SPC
ODOT - METRO
MAY 07 1979
AM PPS FILE T/A

cc: Jim Kinns

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

3-16-79

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

PAID BY
P.E.
(For use of Paying Office)

ADDRESS
Capitol Building
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ Revised FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9-11-72
TO 8-6-74

FEDERAL AID PROJECT NO.
M-9776(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
TO 7/1/73: $ 157.74	$ 157.74	76.28%	$ 120.32	$ 120.32	$0.00
AFTER 7/1/73: 89,368.98	✓ 89,134.99	85.80%	76,477.82	76,477.82	0.00
$89,526.72	$89,292.73		$76,598.14	$76,598.14	$0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 3/16/79

PASSED FOR PAYMENT
BY DATE V.E. Skoog
Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-73)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	M-9776(1) 326-1984					
	S.E. 89th Ave.-S.E. 106th Ave. Portland Multnomah County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$52,963.77	
	City of Portland	All Required			36,328.96	
	Total Participating Costs				$89,292.73	
	Nonparticipating Items Preliminary Engineering (State)	All Required			233.99	
	TOTAL COST				$89,526.72	
	Prepared based on participating costs as shown on Federal Billing as of 3/15/79					
	AMOUNT CARRIED FORWARD					

PE

```
SE 89TH-SE 106TH AVE      N: NO       * FA PROJ NOS M    776001 100 M    776001                  M    776001   02 STATE
                          326   1984    295       00 N 9 Th. CITY                                      2,640.00
                          326   1984    296       00 N 9  ..  ST                   6,730.63           79,238.14CR
                          326   1984    298       00 N 9  ..  FED                  6,730.63CR         76,598.14
                          326   1984    901       00 P 1                           7,377.86CR         44,770.11
                          326   1984    901       00 P 8                               8.49CR            911.62
                          326   1984    901       00 N 1                              45.70               58.61
                          326   1984    901       00 N 8                                                    .14
                          326   1984    905       00 P 1                             145.94CR         25,570.42
                          326   1984    905       00 P 8                               2.98CR            520.79
                          326   1984    905       00 N 1                                                  19.75CR
                          326   1984    905       00 N 8                                                    .39CR
                          326   1984    906       00 P 1                                               1,872.60
                          326   1984    906       00 P 8                                                  38.22
                          326   1984    906       00 N 1                                                  69.00
                          326   1984    906       00 N 8                                                   1.41
                          326   1984    907       00 P 1                                                 815.81
                          326   1984    907       00 P 8                                                   7.64
                          326   1984    907       00 N 1                                                    .05
                          326   1984    907       00 N 8                                                    .36
                          326   1984    909       00 P 1                             109.70CR          7,555.43
                          326   1984    909       00 P 8                               2.24CR            153.36

                          326   1984    909       00 N 1                                                 163.04
                          326   1984    909       00 N 8                                                   3.34
                          326   1984    910       00 P 1                                                  60.56
                          326   1984    910       00 P 8                                                   1.24
                          326   1984    911       00 P 1                                                 508.98
                          326   1984    911       00 P 8                                                  10.38
                          326   1984    911       00 N 1                                                    .23CR
                          326   1984    912       00 P 1                                               1,216.36
                          326   1984    912       00 P 8                                                  24.81
                          326   1984    912       00 N 1                                                    .04CR
                          326   1984    913       00 P 1                              44.58CR            973.01
                          326   1984    913       00 P 2                              45.49               45.49
                          326   1984    913       00 P 8                                .91CR             10.42
                          326   1984    913       00 N 1                                                   9.84
                          326   1984    913       00 N 3                                                    .15
                          326   1984    914       00 P 1                               2.21CR            327.50
                          326   1984    914       00 P 2                               2.25                2.25
                          326   1984    914       00 P 8                                .04CR              6.70
                          326   1984    914       00 N 1                                                   2.97CR
                          326   1984    914       00 N 8                                                    .05CR
                          326   1984    915       00 P 1                                                 170.62
                          326   1984    915       00 P 8                                                   1.47
                          326   1984    920       00 P 1                                                 150.37
                          326   1984    920       00 P 8                                                   3.08
                          326   1984    920       00 N 1                                                   1.62CR
                          326   1984    920       00 N 3                                                    .03CR
                          326   1984    921       00 P 1                             176.24CR          3,069.37
                          326   1984    921       00 P 8                               3.60CR             62.62
                          326   1984    921       00 N 1                                                   4.08CR
                          326   1984    921       00 N 8                                                    .07CR
                          326   1984    923       00 P 1                              69.03CR             41.71
                          326   1984    923       00 P 2                              70.44               70.44
                          326   1984    923       00 P 8                               1.41CR               .84
                          326   1984    923       00 N 1                                                    .42CR
                          326   1984    950       00 P 1                                                  96.66
                          326   1984    950       00 P 8                                                   1.97
                          326   1984    980       00 P 1                              38.77CR            177.11
                          326   1984    980       00 P 2                              39.56               39.56
                          326   1984    980       00 P 8 BKWY                           .79CR              3.61
                                        TOT       P1 76                            7,964.33CR         87,376.22
                                        TOT       P2 85.8                            157.74              157.74
                                        TOT       P8                                  20.46CR          1,758.77
                                        TOT       N1                                  45.70              271.43
                                        TOT       N8                                                    4.86
                                    ** JOB TOTALS **                     **        7,781.35CR**       89,569.02  **
```

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

R/W

TABULATION SHEET

SHEET .... OF .... SHEETS

3-24-81
G

	CITY		COUNTY		NOT-DES.	
FUNC. #	P	N	P	N	P	N
NOV. 76	305,506.47	26,534.15	17,673.05	—	46,037.85	4,031.95
401					567.96	1732.04
407	− 600.00					
412	52.50				121.37	
415					15.84	
426					21.41	
707	269.00					
713	502.20					
900					190.50	105.40
920					219.06	
930					240.40	
TOTALS	305,730.17	26,534.15	17,673.05	—	47,414.39	5,869.39

CITY OF PORTLAND

PARTICIPATING COSTS

IDENTIFIABLE 305,730.17

NOT-DESIGNATED (83%) 39,353.94

TOTAL PART. - 345,084.11

NON-PARTICIPATING COSTS

IDENTIFIABLE 26,534.15

NOT-DESIGNATED (83%) 4,871.59

TOTAL NON-PART. - 31,405.74

CITY SHARE:

$$\left[345{,}084.11 - \left(\overset{24{,}500.97}{\frac{345{,}084.11}{2}} \times 85.80\%\right)\right] + 31{,}405.74$$

$$= \$55{,}906.71$$

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

MULTNOMAH COUNTY

PARTICIPATING COSTS	
IDENTIFIABLE	17,673.05
NOT-DESIGNATED (17%)	8,060.45
TOTAL PART —	$25,733.50
NON-PARTICIPATING COSTS	
IDENTIFIABLE	—
NOT-DESIGNATED (17%)	997.80
TOTAL NON-PART. -	$997.80

COUNTY SHARE:

$$\left[\frac{25,733.50-(25,733.50\times 85.8\%)}{2}\right]+997.80$$

$$= \$2,824.88$$

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

					DIFF I ~~[illegible]~~			
FUNC. #	PART. Nov. 76	Feb. 80	NON-PART Nov. 76	Feb. 80	PART ~~Nov. 76~~	NON-P. ~~Feb. 80~~ #2300 ✓		
401	163,741.12	164,309.08	5,720.00	7,452.04	+ 567.96	1,732.04	NET LAND COSTS	
403	68,445.36	68,445.36	—	—	—	—		
404	2,682.64	2,682.64	—	—	—	—		
405	46,642.00	46,642.00	—	—	—			
407	32,791.05	32,191.05	—	—	47753 city (-600)	—	APPRAISAL	
409	1,269.83	1,269.83	—	—	—	—		
411	604.94	604.94	—	—	—	—	2.50 48028 (city) 50.00 - 48028	
412	3,453.50	3,627.37	275.00	275.00	173.87	—	TITLE	
413	1,985.84	1,985.84	0.89	0.89	—	—		
414	17,577.67	17,577.67	—	—	—	—		
415	5,669.78	5,685.63	—	—	15.84 ✓	—	RELOC.	
419	CR. (7,557.00)	CR. (7,557.00)	—	—	—	—		
420	(100.00)	(100.00)	—	—	—	—		
426	12,647.46	12,668.87	20,538.26	20,538.26	21.41	—	LEGAL	
470	1,827.88	1,827.88	—	—	—	—		
707	523.00	792.00	353.05	353.05	48018 269.00	city —	RELOC. INC. EXP.	
712	2,496.25 ~~3,288.25~~	2,496.25	1,030.00	1,030.00	—	—		
713	5,303.56	5,805.76	—	—	48018 502.20	city —	RELOC. BUS. EXP.	
715	106.05	106.05	—	—	—	—		
717	4,465.00	4,465.00	—	—	—	—		
718	2,375.00	2,375.00	2,650.00	2650.00	✓295.90 190.50	105.40 ✓	ENGR.	
900 930	465.94	190.50 706.34	(1.10)	105.40 (1.10)	240.40	—	"	
920	—	219.06	—	—	219.06	—	PROJ. MGMT.	
950	1800.49	1,800.49	—	—	—			
	369,217.37	370,817.61	30,566.10	32,403,54	1,600.24 399,783.47	1,837.44 403,221.15		

STATEM T OF COSTS INCURRED UNDER PROJECT AGRE NT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 89th Ave-S.E. 106th Ave. Multnomah County					
	Type Code R.O.W.					
	Right of Way (Sta. 0+26.98 To 7+96.97 & Sta 20+40.53 To Sta. 46+19.30)					
	Right of Way	All Required			$116,534.64	
	Sales and Rental Credits				(7,657.00)	
	City of Portland	All Required			165,544.44	
	Total Right of Way				$274,422.08	
	Acquisition Expense					
	State	All Required			80,355.47	
	Relocation Assistance					
	Moving costs (5 Families)	All Required			$ 2,496.25	
	Moving costs (4 Businesses)	All Required			5,805.76	
	Replacement Housing	All Required			6,946.05	
	Incidental costs				792.00	
	Total Relocation costs				$ 16,040.06	
	Total Participating Costs				$370,817.61	
	Nonparticipating Items					
	Right-of-Way	All Required			$ 7,452.04	
	Acquisition Expense	All Required			20,918.45	
	Relocation Assistance	All Required			4,033.05	
	Total Nonparticipating Costs				$ 32,403.54	
	TOTAL COST				$403,221.15	

Participating costs are for R.O.W. actually incorporated in the final project and all costs have been previously certified by the R.O.W. Engineer. Plan revisions have been approved by FHWA.

Prepared based on Participating cost as shown on the federal billing as of 4/17/80.

AMOUNT CARRIED FORWARD .....

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 1-18-74
TO 2-29-80

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-9776(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$403,221.18	$370,817.61	85.00%	$318,161.51	$318,161.51	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 4/10/80

PASSED FOR PAYMENT
V. E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

```
 SE 89TH-SE 106TH AVE(PORTLAND CONT NO       FA PROJ NOS M    776002 100 M    600002                                    STATE
                                326    2548    296    00 N 9  Tr. St.                        172.97CR      356,161.51CR
                                326    2548    297    00 N 9  "  Co                                           6,000.00
                                326    2548    298    00 N 9  "  Fed                         172.97        318,161.51
                                326    2548    299    00 N 9  TR RR                                          32,000.00
                                326    2548    401    00 P 1  NET LAND COST                2,300.00        164,309.03
                                326    2548    401    00 N 1  "     "                                         7,452.04
                                326    2548    403    00 P 1  EST. BLDGS.                                    68,445.36
                                326    2548    404    00 P 1  EST. TR, SW, WALK                               2,602.64
                                326    2548    405    00 P 1  SEVER DAM.                                     46,642.00
                                326    2548    407    00 P 1  APPR.                                          32,191.05
                                326    2548    409    00 P 1  MISC                                            1,209.83
                                326    2548    411    00 P 1  MAINT.                                            604.94
                                326    2548    412    00 P 1  TITLE                                           3,627.37
                                326    2548    412    00 N 1  "                                                 275.00
                                326    2548    413    00 P 1  TAX                                             1,965.84
                                326    2548    413    00 N 1  "                                                    89
                                326    2548    414    00 P 1  NEGOT.                                         17,577.67
                                326    2548    415    00 P 1  RELOC.                          15.84           5,605.63
                                326    2548    419    00 P 1  LOT. SALE                                       7,557.00CR
                                326    2548    420    00 P 1  BLDG SALE                                         100.00CR
                                326    2548    426    00 P 1  LEGAL                                          12,668.87
                                326    2548    426    00 N 1  "                                              20,573.26
                                326    2548    470    00 P 1  RELOC. ASST                                     1,827.83
                                326    2548    707    00 P 1  "  INCID.                                         792.00
                                326    2548    707    00 N 1                                                    353.05
                                326    2548    712    00 P 1  "  MOV. IND & FAM                               2,495.25
                                326    2548    712    00 N 1  "   "                                           1,030.00
                                326    2548    713    00 P 1  "   "  BUS.                                     5,805.76
                                326    2548    715    00 P 1  "   "  NON PROF.                                  105.05
                                326    2548    717    03 P 1  REP. HOUSING                                    4,465.00
                                326    2548    718    00 P 1  "    "   DWN PAY.                               2,375.00
                                326    2548    718    00 N 1                                                  2,650.00
                                326    2548    900    00 P 1  ENGR                           190.50             190.50
                                326    2548    900    00 N 1  "                              105.40             105.40
                                326    2548    920    00 P 1  PR. MGMT.                                         219.06
                                326    2548    930    00 P 1  ENGR                                              706.34
                                326    2548    930    00 N 1  "                                                   1.10CR

 TOTAL TO DATE JOB COST SUMMARY                                                   FEBRUARY 1980          PAGE  796
                                                                                       FISCAL            GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION    GR   CURRENT MONTH   YEAR TO DATE       TO DATE
                                    326    2548        950       00 P 1                                      1,617.62
                                    326    2548        950       13 P 1                                        182.87
                                                       TOT       P1                     2,506.34          370,817.61
                                                       TOT       N1                       105.40           32,403.54
                                                    ** JOB TOTALS **               **   2,611.74   **     403,221.15  **

     NW KITTRIDGE-26TH ON FRONT    CONT NO        FA PROJ NOS M    300001 100                                          STATE
                                    326    2563        296       00 N 9       217.93CR          4,049.42CR       4,049.42CR
```

```
                                                                                                    STATE
SE 89TH AVE-SE 106TH AVE     CONT NO          FA PROJ NOS M   600002 100 M   600002
                             326     2548     296      00 N 9 Tr. St.    43.49CR        48.38CR       323,391.55CR

TOTAL TO DATE JOB COST SUMMARY                                          NOVEMBER 1976         PAGE  659
                                                                             FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH      YEAR TO DATE      TO DATE
                                     326  2548     297     00 N 9 Tr. Co.                                  6,000.00
                                     326  2548     298     00 N 9 " Fed   43.49        48.38             285,391.55
                                     326  2548     299     00 N 9 " RR                                    32,000.00
                                     326  2548     401     00 P 1 Net Land cost                          163,741.12
                                     326  2548     401     00 N 1 "    "    "                              5,720.00
                                     326  2548     403     00 P 1 Est. Bldgs.                             68,445.36
                                     326  2548     404     00 P 1 Est. Trees, shrubs, walks                2,682.64
                                     326  2548     405     00 P 1 sev. Dam.                               46,642.00
                                     326  2548     407     00 P 1 Appraisal                               32,791.05
                                     326  2548     409     00 P 1 Misc.                                    1,269.83
                                     326  2543     411     00 P 1 Maint.                                     604.94
                                     326  2548     412     00 P 1 Title                                    3,453.50
                                     326  2548     412     00 N 1 "                                          275.00
                                     326  2548     413     00 P 1 Taxes                                    1,985.84
                                     326  2548     413     00 N 1 "                                             .89
                                     326  2548     414     00 P 1 Neg.                                    17,577.67
                                     326  2548     415     00 P 1 Reloc.                                   5,669.79
                                     326  2548     419     00 P 1 Land & Timb. Sale                        7,557.00CR
                                     326  2548     420     00 P 1 Bldg. Sale                                 100.00CR
                                     326  2548     426     00 P 1 Legal                                   12,647.46
                                     326  2548     426     00 N 1 "                                       20,538.26
                                     326  2548     470     00 P 1 Reloc. Asst.           55.64             1,827.88
                                     326  2548     707     00 P 1 "  Incid. Exp.                             169.95
                                     326  2548     707     00 P 2 "    "    "                                353.05
                                     326  2548     707     00 N 1 "    "    "                                353.05
                                     326  2548     712     00 P 1 " Mov. Exp. Ind. & Fam                   1,466.25
                                     326  2548     712     00 P 2 "   "    "    "   "                      1,030.00
                                     326  2548     712     00 N 1 "   "    "    "   "                      1,030.00
                                     326  2548     713     00 P 1 "   "    "  Business                     5,373.56
                                     326  2548     715     00 P 1 "   "    "  Non-profit                     106.05
                                     326  2548     717     03 P 1 Rep. Housing- Rental                     4,465.00
                                     326  2548     718     00 P 1 "    "   Downpayment                       275.00CR
                                     326  2548     718     00 P 2 "    "    "                              2,650.00
                                     326  2548     718     00 N 1 "    "    "                              2,650.00
                                     326  2548     930     00 P 1 Engr.                                      465.94
                                     326  2548     930     00 N 1 "                                            1.10CR
                                     326  2548     950     00 P 1 Train.                                   1,617.62
                                     326  2548     950     13 P 1 "                                          182.87
                                                   TOT        P1                     55.64               365,184.32
                                                   TOT        P2                                           4,333.05
                                                   TOT        N1                                          30,566.10
                                                ** JOB TOTALS **             **      55.64   **          399,783.47  **

                                                                                                    STATE
NE 68 AVE-NE 81 ON NE HALSEY  CONT NO          FA PROJ NOS M   858002 100
                                     326  2551     407     00 P 1     1,430.48        1,780.44          1,780.44
                                     326  2551     412     00 P 1     1,000.00        1,000.00          1,000.00
                                     326  2551     950     00 P 1       357.12          357.12            357.12
                                                   TOT        P1      2,787.60        3,137.56          3,137.56
                                                ** JOB TOTALS **      2,787.60  **    3,137.56  **      3,137.56  **
```

FOSTER - WOODSTOCK BLVD COUPLET
R/W · 326 · 2548
COST DISTRIBUTION

REN
12/30/

	1	2	3
CITY OF PORTLAND:			
PARTICIPATING COSTS:			
IDENTIFIED BY FILE NO.		191462 35	
" BY VOU.		114044 12	
– 83% OF NOT DESIG PER AGR. (.83 × 46,037.85)		38211 42	
TOTAL PARTICIPATING CITY ITEMS		343717.89	
LESS: FED. REIMB. AT 78.15%		<268615.53>	
NET PART. COSTS (50% CITY)		75102 36	37551 18
NON PARTICIPATING COSTS:			
IDENTIFIED BY FILE NO.		25534 15	
83% OF NOT DESIG PER AGR. (.83 × 4031 95)		3346 52	29880 67
TOTAL CITY OF PORTLAND SHARE			67431 85
MULTNOMAH COUNTY:			
PARTICIPATING COSTS:			
IDENTIFIED BY FILE NO.		17673 05	
17% OF NOT DESIG PER AGR. (.17 × 46 037 85)		7826 43	
TOTAL PARTICIPATING COUNTY ITEMS		25499 48	
LESS: GRP 2 REIMB. 100% BY FED (HAU)		<4033 05>	
GRP 1 TOTAL		21466 43	
LESS: FED. REIMB. AT 78.15% OF GRP 1		<16776 02>	11
NET PART. COSTS (50% COUNTY)		4690 41	2345 21
NON PARTICIPATING COSTS:			
17% OF NOT DESIGNATED PER AGR. (.17 × 4031 95)			685 43
TOTAL MULTNOMAH COUNTY SHARE			3030 64
TOTAL COST	399783 47✓		
LESS: FED. REIMB.	<289424 60>	110358 87	
CITY SHARE		<67431 85>	
COUNTY "		<3030 64>	
= NET COST TO STATE		39896 38 *	

* EQUALS 50% OF (GRP 1 P - FED REIMB)
AS PER AGREEMENT

© WILSON JONES COMPANY G7203 GREEN 7203 BUFF MADE IN U.S.A.

CITY OF PORTLAND
FOSTER–WOODSTOCK BLVD COUPLET
R/W 326-2548

RGW
12/30

	1	2	3
		P	N
TOTAL COST GR 1	395750 42	365184 32	30566 10
GR 2	4033 05	4033 05	—
TOT COST = 3CS TOTAL	399783 47	369217 37	
FED SHARE OF GR 1 P	285391 55		
GR 2 P	4033 05	289424 60 ✓	
CITY, COUNTY, STATE		79792 77	
+ NON-PARTICIPATING		30566 10	
TOTAL COST TO BE BORN BY CITY, COUNTY + STATE		$110358 87	✓

DISTRIBUTION BY 83/17% BAB ONLY	CITY	COUNTY	STATE
NON P- $30,566.10	25369 86	5196 24	
P 79,792.77	33114 00		33114 00
		6782 39	6782 38

© WILSON JONES COMPANY G7203 GREEN 7203 BUFF MADE IN U.S.A.

12/30

GROUP 2 - 100% P

		City	County	Not-Desig
			143 00	
			16650	
			50000	
			25000	
			150000	
			115000	
			4355	
			30000	
			$1403305	

© WILSON JONES COMPANY G7203 GREEN 7203 BUFF

MADE IN U.S.A.

FOSTER - WOODSTOCK BLVD. COUPLET 12/30

326 - 2548

DISTRIBUTION OF COSTS BY CITY/COUNTY/NON DESIG.

1		2	3	4	5	6	7
		CITY		COUNTY		NOT DESIGNATED	
MONTH/YR		P	N	P	N	P	N
		✓	x	✓	x	✓	x
JAN	75	1200 00		125 00		592 91	
FEB	75	960 00				443 21	
MAR	75	1020 00				714 29	
APR		1147 00	1370 00			1016 39	
MAY		6678 50				4594 95	
JUNE		2099 50				<6420 80>	4033 05
JULY		4550 00				1 44	
AUG		32205 96	20288 26			75 03	
SEPT		444 00		150 00		588 82	
OCT		21234 00	5685 00			93 01	
NOV		158 11		10750 00		177 08	
DEC		12 50				45 00	
JAN	76					33 00	
FEB						1 35	
MAR.		1540 50				*114094 12	
APR.		NO CHARGES					
MAY						195 23	
JUNE		5685 00	<5685 00>			6 26	
JULY -> SEPT.		NO CHARGES					
OCT						55 64	
NOV.	76	NO CHARGES					
JAN	74					2 82	
FEB	74	135 00		50 00		1545 50	
MAR	74	625 00				8098 39	
APR	74	250 00	89			12577 65	
MAY	74	53006 19	4625 00			9749 44	
JUN	74	3746 46		3689 50		4527 34	<1 10>
JUL.	74	9745 58		393 55		3460 09	
AUG	74	14413 00		2265 00		1331 25	
SEPT	74	681 05	50 00	50 00		726 57	
OCT	74	3576 25	100 00			452 19	
NOV	74	2058 00	50 00			774 68	
DEC	74	7170 45	50 00	200 00		319 12	
TOTALS		191462 35	26534 15	17673 05	-0-	160081 97	4031 95
		✓	✓				
						*(114044 12)	
		P	N	NET NOT DESIG.		46037 85	
		191462 35	26534 15	P. COSTS			

[illegible]		[illegible]					4453 21	
MAR	75	1020 00					714 29	
APR		11447 00	1370 00				1016 39	
MAY		6678 50					4594 95	
JUNE		2099 50					‹6420 80›	4033 05
JULY		4550 00					1 44	
AUG		32205 96	20288 26				75 03	
SEPT		444 00		150 00			588 32	
OCT		21234 00	5685 00				93 01	
NOV		158 11		10750 00			177 08	
DEC		12 50					45 00	
JAN	76						33 00	
FEB							1 55	
MAR.		1540 50					*14044 12	
APR.		NO CHARGES						
MAY							195 23	
JUNE		5685 00	‹5685 00›				6 26	
JULY → SEPT.		NO CHARGES						
OCT							55 64	
NOV.	76	NO CHARGES						
JAN	74						2 82	
FEB	74	1350 00		50 00			1545 50	
MAR	74	6250 00					8098 39	
APR	74	250 00	89				12577 65	
MAY	74	53006 19	4625 00				9749 44	
JUN	74	3746 46		3689 50			4537 34	‹1 10›
JUL.	74	9745 88		393 55			34600 09	
AUG	74	14413 00		2265 00			1331 25	
SEPT	74	681 05	50 00	50 00			926 57	
OCT	74	3576 25	100 00				452 19	
NOV	74	2058 00	50 00				774 68	
DEC	74	7170 45	50 00	200 00			319 12	
TOTALS		191462 35	26534 15	17673 05	⊖		160081 97	4031 95
		✓	✓					
							*(14044 12)	
		P	N		NET NOT DESIG.		46037 85	
		191462 35	26534 15		P. COSTS			
		17673 05	⊖					
		160081 97	4031 95					
TOTAL		349217 37	30566 10 = 399783 47 = JCS + FED. BILLING TOTALS					

*14044 12 IDENTIFIED AS
CITY ITEM PER VOU. 42699

LITHO. IN U.S.A.

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 120079

FORM [illegible]

DATE	BILLING REQ. NO.	OUR ORDER NO.
8-3-76	CA 2393	—

CREDIT DISTRI[illegible]ON

FILE NO. 47926 to

326-2548-418P-632

PØRTLCP

- City of Portland
- Accounting Section
- 1220 SW 5th Avenue
- Portland, OR 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Costs incurred by OSHD in Right-of-Way services on the Foster-Woodstock Blvd. Couplet project for period of January, 1974 through April, 1976.			
This is the first and final billing.			
This cancels + replaces INV# 120036, dated 7/21/76 on			
Labor		42,203.14	
Equipment Rental		6,120.80	
Amount Due			$48,323.94

R/W item!

OREGON STATE HIGHWAY DIVISION

Form [illegible]

City of Portland

Address invoice to:
Multnomah County
County Courthouse
1021 SW 4th Street

Portland, OR 97204

Attention of

Request for Outside Bil

(Or Advice of Cash Transaction)

Request No. (assigned by staff engineer or head of section) CA 2393

Date 7-21-76

Payer's Order No. (if any) --

Highway Div. Order No. (if any) -- (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Costs incurred by OSHD in Right-of-Way services on the Foster-Woodstock Blvd. Couplet project, for period of January, 1974 through April, 1976.

This is the first and final billing.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
[illegible] [illegible] [illegible]		Labor	42,203.14	
		Equipment Rental	6,120.80	
		Amount Due-------		---48,323.9
		R\W stem 1		

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 326-2548-418-632
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $	Submitted by: em
Is this a partial or final request for billing? FINAL	Approved: RJ Hock Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

Multnomah Co.

DATE JUNE 28, 1976

TO RICHARD HACEK
Accounting Systems Officer
Accounting Sect. - Salem)

Gene St Clair 238-82

FROM GENE ST. CLAIR
Ass't. Metro R/W Supervisor

RECEIVED
JUL -1 1976
HIGHWAY ACCOUNTING

CR

SUBJECT FOSTER - WOODSTOCK PROJECT - (326-2548)
Month by Month Statement of Costs

Attached are the regional month by month labor costs for the above project. These costs are extended per month, per employee, per hour. Another statement attached, gives the number of hours, per vehicle, per month. We have no way at the region of making the extension of a cost per hour vehicle.

If I can be of any further assistance in this matter please feel free to contact me by phone at 238-8215.

bill	Labor	$42,203.14
	Equip.	6,120.80
		$48,323.94

GSC:lrb

W/Attachments

cc Adele Egan

RECEIVED
JUL 02 1976
CONTRACT ACCOUNTING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE June 21, 1976

TO Louis C. Grothaus
Regional R/W Supervisor

FROM K. A. Chatwood
Adm. Right of Way Agent

SUBJECT Foster-Woodstock
Prefix 326-2548

The City has never been billed for their prorate share of work done by Right of Way on this project. Please go through your payroll time reports and your equipment rental reports and give us a month-by-month statement of the costs involved. Please send the original to the Accounting Section (Highway), attention: Richard Hacek, and a copy to the attention of Adele Egan.

KAC:jc

cc: Richard Hacek
Adele Egan

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 89th Avenue-S.E. 106th Avenue Section					
	Multnomah County					
	Construction					
	Type Code 6203					
	Roadway (Sta. "FC" 0+00 to "RC" 10+90 & Sta. "FC" 20+40-53 To 44+59 (Contract 8064)					
	Final Contract Payment Summary	Lump Sum			$ 776,925.73	
	SFO #1 Relocate Luminaires	All Required			3,551.80	
	SFO #2 Work by PGE	All Required			4,369.86	
	SFO #4 Reconstruct RR Facilities by Multnomah County	All Required			5,074.57	
	Subtotal				$ 789,921.96	
	Type Code Y002					
	Signing					
	Final Contract Payment Summary	Lump Sum			$ 15,741.60	
	Type Code Y003					
	Landscaping					
	Final Contract Payment Summary	Lump Sum			$ 21,875.00	
					$ 21,875.00	
	Illumination					
	Final Contract Payment Summary	Lump Sum			$ 127,485.00	
	Total Participating Construction				$ 955,023.56	
	Construction Engineering					
	City of Portland	All Required			$ 2,458.83	
	State	All Required			140,794.70	
	6203 $116,437.22					
	1002 2,393.51					
	1003 3,238.28					
	Illum. 18,725.69					
	Total Participating CE				$ 143,253.53	
	Misc. Project Costs					
	Audit Expense	All Required			$ 389.23	
	All 6203 Equal Opportunity Program Exp.	All Required			193.96	
	Total Participating Misc. Costs				$ 583.19	
	Total Participating Cost				$1,098,860.28	
	Nonparticipating Cost					
	Construction Engineering	All Required			$ 23,082.07	
	Audit Expense	All Required			161.14	
	SFO #5 Furnish & Install Water Service for 5 landscape areas by City of Portland	All Required			$ 2,958.90	
	Total Nonparticiapting Cost				$ 26,202.11	
	TOTAL COST				$1,125,062.39	
	Prepared based on participating costs as shown on Federal Billing as of 2/29/80.					
	AMOUNT CARRIED FORWARD					

SUBJECT TO Change 3-28-80

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO. 80-106

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 8-7-74 TO 8-8-77

FEDERAL AID PROJECT NO. M-9776(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
Group 1 $1,115,390.01	$1,090,836.18	85.80%	$935,937.44	$935,937.44	$ 0.00
Group 8 9,672.38	8,466.94	85.80%	7,264.63	7,264.63	0.00
$1,125,062.39	$1,099,303.12	85.80%	$943,202.07	$943,202.07	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 3/12/80

PASSED FOR PAYMENT BY DATE V.E. Skoog Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 8-78)

PREVIOUS EDITIONS ARE OBSOLETE

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SE 89TH-SE 106TH AV (PORTLAND CONT NO 8064 * FA PROJ NOS M   776003  69 I   257027  30          M   776003  01 STATE
                    626   1021   201   00 P 1 CONT                                    934,668.48    74    79
                    626   1021   201   00 P 2   "                                     423,959.51    74    79
                    626   1021   201   00 P 8   "                                       7,358.85    75    76
                    626   1021   201   00 N 2   "                                       3,251.59    76    77
                    626   1021   205   05 P 2                                         1,268.10CR    80    80
                    626   1021   205   05 N 2                                         1,268.10      80    80
                    626   1021   277   01 P 1 SFO#1                                   3,551.80      75    75
                    626   1021   277   01 P 2                                           748.20      75    75
                    626   1021   279   05 P 2                                         1,268.10      79    79
                    626   1021   279   05 N 1 SFO#5                                   2,958.90      80    80
                    626   1021   285   02 P 1 Pay UT                                  4,369.86      79    79
                    626   1021   285   04 P 1  "    "                                 5,074.57      75    78
                    626   1021   292   00 N 2                                         1,000.00CR    79    79
                    626   1021   296   00 N 9 TR ST                  .86CR        1,503,967.07CR    74    80
                    626   1021   297   00 N 9  "  CO                                 10,000.00      74    74
                    626   1021   298   00 N 9  "  FED                .86          1,393,967.07      74    80
                    626   1021   299   00 N 9  "  RR                                100,000.00      74    74
                    626   1021   900   00 P 1 CONST ENGR            1.00            139,830.58      74    80
                    626   1021   900   00 P 2                                        62,505.71      74    80
                    626   1021   900   00 P 8   "     "                               1,000.78      74    80

                                                                  FEBRUARY 1981      PAGE  332
TOTAL TO DATE JOB COST SUMMARY
                                                                       FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT  PREFIX   FUNCTION   GR  CURRENT MONTH   YEAR TO DATE    TO DATE       BEG   END
                    626   1021   900   00 N 1  "    "                 1.00CR        21,405.04      74    80
                    626   1021   900   00 N 2                                        6,041.39      74    80
                    626   1021   900   00 N 8  "    "                                1,205.44      74    80
                    626   1021   900   01 N 1  "    "                                   81.25      75    75
                    626   1021   901   00 P 8  "    "                                   64.00      74    75
                    626   1021   915   00 P 1 AUDIT                                    387.00      75    80
                    626   1021   915   00 P 8   "                                        2.23      78    80
                    626   1021   915   00 N 1   "                                      161.96      79    80
                    626   1021   915   00 N 2                                          115.74      80    80
                    626   1021   950   00 P 1 TRAINING                               2,761.96      74    77
                    626   1021   950   00 P 2                                        1,200.45      74    77
                    626   1021   950   00 P 8   "                                       39.05      74    77
                    626   1021   985   00 P 1 EEO                                      191.93      74    76
                    626   1021   985   00 P 2                                           61.42      74    76
                    626   1021   985   00 P 8   "                                        2.03      75    76
                                 TOT   P1                           1.00          1,090,836.18
                                 TOT   P2                                           488,475.29
                                 TOT   P8                                             8,466.94
                                 TOT   N1                           1.00CR           24,607.15
                                 TOT   N2                                             9,676.72
                                 TOT   N8                                             1,205.44
                              ** JOB TOTALS **        **                      **  1,623,267.72  **

                                                                                               STATE
                    CONT NO 8578 * FA PROJ NOS I   257044 100
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OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

MULTNOMAH

HIGHWAY: FAU 1073(SE FOSTER&SE WOODSTOCK)

FEDERAL AID PROJECT NO.: M 1073003 / I 2057027

SECTION: SE 89TH AVE-SE 106TH AVE

Mailed
5-3-7

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY
001	1P MOBILIZATION	LUMP SUM	79266.7400	72.000	57072.05	47,560.04
001	2P MOBILIZATION	LUMP SUM	79266.7400	28.000	22194.69	—
002	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9860.0000	95.000	9367.00	7,395.0
002	2P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9860.0000	5.000	493.00	—
003	1P TEMPORARY SIGNS	SQ FT	5.8500	802.000	4691.70	3,753.3
004	1P TEMPORARY BARRICADES	ONLY	180.0000	16.000	2880.00	2,520.0
004	2P TEMPORARY BARRICADES	ONLY	180.0000	4.000	720.00	—
005	1P FLAGMEN	HOURS	13.8500	680.500	9424.93	7,332..
005	2P FLAGMEN	HOURS	13.8500	96.500	1336.53	—
006	1P CLEARING AND GRUBBING	LUMP SUM	3990.0000	72.000	2872.80	2,394.0
006	2P CLEARING AND GRUBBING	LUMP SUM	3990.0000	28.000	1117.20	—
007	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	21934.0000	72.000	15792.48	13,160.4
007	2P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	21934.0000	28.000	6141.52	—
008	1P GENERAL EXCAVATION	CU YDS	2.8100	20,852.940	58596.76	55,432.5
008	2P GENERAL EXCAVATION	CU YDS	2.8100	5,008.700	14074.45	—
009	1P TRENCH EXCAVATION	CU YDS	9.0500	3,117.320	28211.75	25,334.1
009	2P TRENCH EXCAVATION	CU YDS	9.0500	4,363.960	39493.64	—
010	1P FURNISHING AND PLACING TOPSOIL	CU YDS	5.2500	1,619.300	8501.33	8,501.3
010	2P FURNISHING AND PLACING TOPSOIL	CU YDS	5.2500	6,319.900	33179.48	—
012	1P TREATED BASE MIXTURE	TONS	6.8500	17,479.400	119733.89	114,585.3
012	2P TREATED BASE MIXTURE	TONS	6.8500	7,381.020	50559.99	—
013	1P CEMENT IN TREATED BASE MIXTURE	TONS	61.0000	866.010	52826.61	50,554.9
013	2P CEMENT IN TREATED BASE MIXTURE	TONS	61.0000	346.150	21115.15	—
014	1P 1 -0 AGGREGATE BASE	TONS	4.7200	9,039.300	42665.50	40,788.2
014	2P 1 -0 AGGREGATE BASE	TONS	4.7200	4,265.850	20134.72	—
015	1P ASPHALT CONCRETE MIXTURE	TONS	9.3300	8,201.215	76517.34	70,472.4
015	2P ASPHALT CONCRETE MIXTURE	TONS	9.3300	3,315.316	30931.90	—
016	1P ASPHALT CEMENT IN MIXTURE	TONS	72.0000	508.800	36633.60	33,703.2
016	2P ASPHALT CEMENT IN MIXTURE	TONS	72.0000	205.173	14772.46	—
017	1P CLASS A CONCRETE IN WALL	CU YDS	115.0000	60.540	6962.10	—
018	1P REINFORCEMENT IN WALL	LBS	.4200	3,402.000	1428.84	—

DATE 04 28 77 PG. 01 8064	TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 483,487.6 534,178.68
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Gr 2 Partic B	256,264.93
CHECKED BY:	FORCE ACCOUNT	Page Total	$ 790,443.61
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

HIGHWAY DIVISION

MENT VOUCHER

MULTNOMAH

HIGHWAY FAU 1073(SE FOSTER&SE WOODSTOCK)

FEDERAL AID PROJECT NO.
M 1073003
I 2057027

SECTION SE 89TH AVE-SE 106TH AVE

Mailed
5-3-77

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY	COUNTY
TION	LUMP SUM	79266.7400	72.000	57072.05	47,560.04	9,512.01
TION	LUMP SUM	79266.7400	28.000	22194.69		
RY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9860.0000	95.000	9367.00	7,395.00	1,972.00
RY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	9860.0000	5.000	493.00		
RY SIGNS	SQ FT	5.8500	802.000	4691.70	3,753.36	938.34
RY BARRICADES	ONLY	180.0000	16.000	2880.00	2,520.00	360.00
RY BARRICADES	ONLY	180.0000	4.000	720.00	—	—
	HOURS	13.8500	680.500	9424.93	7,332.61	2,092.32
	HOURS	13.8500	96.500	1336.53		
G AND GRUBBING	LUMP SUM	3990.0000	72.000	2872.80	2,394.00	478.80
G AND GRUBBING	LUMP SUM	3990.0000	28.000	1117.20		
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	21934.0000	72.000	15792.48	13,160.40	2,632.08
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	21934.0000	28.000	6141.52		
EXCAVATION	CU YDS	2.8100	20,852.940	58596.76	55,432.53	3,164.23
EXCAVATION	CU YDS	2.8100	5,008.700	14074.45		
EXCAVATION	CU YDS	9.0500	3,117.320	28211.75	25,334.12	2,877.63
EXCAVATION	CU YDS	9.0500	4,363.960	39493.84		
ING AND PLACING TOPSOIL	CU YDS	5.2500	1,619.300	8501.33	8,501.33	—
ING AND PLACING TOPSOIL	CU YDS	5.2500	6,319.900	33179.48		
BASE MIXTURE	TONS	6.8500	17,479.400	119733.89	114,585.36	5,148.53
BASE MIXTURE	TONS	6.8500	7,381.020	50559.99		
N TREATED BASE MIXTURE	TONS	61.0000	866.010	52826.61	50,554.97	2,271.64
IN TREATED BASE MIXTURE	TONS	61.0000	346.150	21115.15		
REGATE BASE	TONS	4.7200	9,039.300	42665.50	40,788.21	1,877.29
REGATE BASE	TONS	4.7200	4,265.830	20134.72		
CONCRETE MIXTURE	TONS	9.3300	8,201.215	76517.34	70,472.48	6,044.86
CONCRETE MIXTURE	TONS	9.3300	3,315.316	30931.90		
CEMENT IN MIXTURE	TONS	72.0000	508.800	36633.60	33,703.20	2,930.40
CEMENT IN MIXTURE	TONS	72.0000	205.173	14772.46		
CONCRETE IN WALL	CU YDS	115.0000	60.540	6962.10	—	6,962.10
CEMENT IN WALL	LBS	.4200	3,402.000	1428.84	—	1,428.84
PG. 01 8064			TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 483,487.61 534,178.68	50,691.07
			% RETAINED ON CONTRACT ITEMS	Gr 2 Partic B	256,264.93	
			FORCE ACCOUNT	Page Total	$ 790,443.61	
			TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	8064
ESTIMATE NO.	23
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY
019	2P 8 INCH CULVERT PIPE	LIN FT	5.9500	324.000	1927.80	—
020	1P 8 INCH SEWER PIPE	LIN FT	5.3700	818.000	4392.66	4,392.66
020	2P 8 INCH SEWER PIPE	LIN FT	5.3700	726.000	3898.62	—
021	1P 10 INCH SEWER PIPE	LIN FT	5.1800	4,561.000	23625.98	19,302.44
022	1P 12 INCH SEWER PIPE	LIN FT	7.1000	364.000	2584.40	2,584.40
022	2P 12 INCH SEWER PIPE	LIN FT	7.1000	808.000	5736.80	—
023	2P 15 INCH SEWER PIPE	LIN FT	9.6700	299.000	2891.33	—
024	1P 18 INCH SEWER PIPE	LIN FT	13.1000	330.000	4323.00	4,323.00
025	1P 24 INCH SEWER PIPE	LIN FT	18.4000	521.000	9586.40	9,586.40
026	1P 27 INCH SEWER PIPE	LIN FT	21.6000	606.000	13089.60	13,089.60
026	2P 27 INCH SEWER PIPE	LIN FT	21.6000	345.000	7452.00	
027	1P 30 INCH SEWER PIPE	LIN FT	27.1000	207.000	5609.70	5,609.70
027	2P 30 INCH SEWER PIPE	LIN FT	27.1000	683.000	18509.30	—
028	2P 36 INCH SEWER PIPE	LIN FT	30.5000	230.000	7015.00	—
029	2P 48 INCH SEWER PIPE	LIN FT	56.4000	233.000	13141.20	—
030	2P 60 INCH SEWER PIPE	LIN FT	71.6000	337.000	24129.20	—
031	1P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	6.3100	491.000	3098.21	272.65
032	1P CONCRETE MANHOLES	ONLY	1672.0000	15.000	25080.00	25,080.00
032	2P CONCRETE MANHOLES	ONLY	1672.0000	6.000	10032.00	—
033	2P SPECIAL CONCRETE MANHOLE TYPE 1	ONLY	2710.0000	1.000	2710.00	—
034	2P SPECIAL CONCRETE MANHOLE,TYPE 2	ONLY	5900.0000	1.000	5900.00	—
035	2P SPECIAL CONCRETE MANHOLE,TYPE 3	ONLY	5408.0000	1.000	5408.00	—
036	2P CONCRETE INLETS TYPE B	ONLY	250.0000	1.000	250.00	—
037	1P CONCRETE INLETS, TYPE P	ONLY	190.0000	93.000	17670.00	14,250.00
037	2P CONCRETE INLETS, TYPE P	ONLY	190.0000	14.000	2660.00	—
038	1P 6 INCH DRAIN PIPE	LIN FT	9.2000	90.000	828.00	662.40
038	2P 6 INCH DRAIN PIPE	LIN FT	9.2000	40.000	368.00	—
039	1P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	8.0000	3.250	26.00	20.80
039	2P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	8.0000	4.150	33.20	—
040	1P GUARD RAIL TYPE 1	LIN FT	17.9000	25.000	447.50	447.50
040	2P GUARD RAIL TYPE 1	LIN FT	17.9000	100.000	1790.00	—

DATE 04 28 77 PG. 02 8064	TOTAL CONTRACT ITEMS	Gr 1 Portic A	$ 583,109.16 110361.45
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Gr 2 Portic B	113852.45
CHECKED BY:	FORCE ACCOUNT	Page Total	$ 224,213.90
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

GHWAY DIVISION

MENT VOUCHER

COUNTY	CONTRACT NO. 8064	ESTIMATE NO. 23	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY	COUNTY
ULVERT PIPE	LIN FT	5.9500	324.000	1927.80	—	—
EWER PIPE	LIN FT	5.3700	818.000	4392.66	4,392.66	—
EWER PIPE	LIN FT	5.3700	726.000	3898.62	—	—
SEWER PIPE	LIN FT	5.1800	4,561.000	23625.98	19,302.44	4,323.54
SEWER PIPE	LIN FT	7.1000	364.000	2584.40	2,584.40	—
SEWER PIPE	LIN FT	7.1000	808.000	5736.80	—	—
SEWER PIPE	LIN FT	9.6700	299.000	2891.33	—	—
SEWER PIPE	LIN FT	13.1000	330.000	4323.00	4,323.00	—
SEWER PIPE	LIN FT	18.4000	521.000	9586.40	9,586.40	—
SEWER PIPE	LIN FT	21.6000	606.000	13089.60	13,089.60	—
SEWER PIPE	LIN FT	21.6000	345.000	7452.00	—	—
SEWER PIPE	LIN FT	27.1000	207.000	5609.70	5,609.70	—
SEWER PIPE	LIN FT	27.1000	683.000	18509.30	—	—
SEWER PIPE	LIN FT	30.5000	230.000	7015.00	—	—
SEWER PIPE	LIN FT	56.4000	233.000	13141.20	—	—
SEWER PIPE	LIN FT	71.6000	337.000	24129.20	—	—
R PIPE UNDER PAVEMENT	LIN FT	6.3100	491.000	3098.21	272.65	2,825.56
MANHOLES	ONLY	1672.0000	15.000	25080.00	25,080.00	—
MANHOLES	ONLY	1672.0000	6.000	10032.00	—	—
CONCRETE MANHOLE TYPE 1	ONLY	2710.0000	1.000	2710.00	—	—
CONCRETE MANHOLE, TYPE 2	ONLY	5900.0000	1.000	5900.00	—	—
CONCRETE MANHOLE, TYPE 3	ONLY	8400.0000	1.000	8400.00	—	—
INLETS TYPE B	ONLY	250.0000	1.000	250.00	—	—
INLETS, TYPE P	ONLY	190.0000	93.000	17670.00	14,250.00	3,420.00
INLETS, TYPE P	ONLY	190.0000	14.000	2660.00	—	—
RAIN PIPE	LIN FT	9.2000	90.000	828.00	662.40	165.60
RAIN PIPE	LIN FT	9.2000	40.000	368.00	—	—
FILTER MATERIAL IN DRAINS	CU YDS	8.0000	3.250	26.00	20.80	5.20
FILTER MATERIAL IN DRAINS	CU YDS	8.0000	4.150	33.20	—	—
IL TYPE 1	LIN FT	17.9000	25.000	447.50	447.50.	—
IL TYPE 1	LIN FT	17.9000	100.000	1790.00	—	—

PO. 02 8064	TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 583,109.16 110361.45	61,430.97
	% RETAINED ON CONTRACT ITEMS	Gr 2 Partic B	113852.45	
	FORCE ACCOUNT	Page Total	$ 224,213.90	
	TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1026

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 8064

ESTIMATE NO. 23

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY
041	1P RAIL END PIECES TYPE A	ONLY	33.0000	2.000	66.00	66.0
041	2P RAIL END PIECES TYPE A	ONLY	33.0000	4.000	132.00	
042	2P CONTINUOUS RAIL TRAFFIC BARRIER	LIN FT	20.0000	88.000	1760.00	
043	1P CL 6 CHAIN LINK FENCE	LIN FT	14.5700	526.000	7663.82	3,471.7
044	1P TYPE 3 FENCE	LIN FT	3.0000	220.000	660.00	
045	1P CURBS ISLANDS WALKS AND DRIVEWAYS	CU YDS	60.4000	1,102.480	66589.79	60,330.5
045	2P CURBS ISLANDS WALKS AND DRIVEWAYS	CU YDS	60.4000	371.000	22408.40	
045	8P CURBS ISLANDS WALKS AND DRIVEWAYS	CU YDS	60.4000	70.000	4228.00	3,830.5
046	1P EXTRA FOR ASPHALT APPROACHES	ONLY	254.0000	19.000	4826.00	4,826.0
048	1P ADJUSTING MANHOLES	ONLY	156.0000	9.000	1404.00	1,248.0
048	2P ADJUSTING MANHOLES	ONLY	156.0000	1.000	156.00	
049	1P ADJUSTING INLETS	ONLY	144.0000	2.000	288.00	288.0
050	1P ADJUSTING SIDEWALK VAULTS	ONLY	96.0000	3.000	288.00	288.0
051	2P RECONSTRUCTING MANHOLE BASE	ONLY	300.0000	1.000	300.00	
052	2P CAPPING MANHOLES	ONLY	126.0000	1.000	126.00	
053	1P 2 INCH ELECTRICAL CONDUIT	LIN FT	6.2100	313.000	1943.73	1,943.7
053	2P 2 INCH ELECTRICAL CONDUIT	LIN FT	6.2100	2,762.000	17152.02	
054	1P CONCRETE JUCTION BOXES	ONLY	128.0000	1.000	128.00	128.0
054	2P CONCRETE JUCTION BOXES	ONLY	128.0000	20.000	2560.00	
055	1P REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	845.0000	90.000	760.50	676.0
055	2P REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	845.0000	10.000	84.50	
056	1P SIGN SUPPORT FOOTINGS	LUMP SUM	2094.0000	70.000	1465.80	1,298.2
056	2P SIGN SUPPORT FOOTINGS	LUMP SUM	2094.0000	30.000	628.20	
057	1P SPECIAL PIPE SIGN POSTS	LUMP SUM	10845.0000	70.000	7591.50	6,723.9
057	2P SPECIAL PIPE SIGN POSTS	LUMP SUM	10845.0000	30.000	3253.50	
058	1P SPECIAL SIGNAL POLE MOUNTS	LUMP SUM	1978.0000	100.000	1978.00	1,978.
059	1P TYPE A SIGNS IN PLACE	SQ FT	14.0000	98.000	1372.00	1,372.
060	1P TYPE C AND D SIGNS IN PLACE	SQ FT	6.0000	140.500	843.00	751.1
060	2P TYPE C AND D SIGNS IN PLACE	SQ FT	6.0000	88.300	529.80	
061	1P TYPE E SIGNS IN PLACE	SQ FT	8.0000	131.000	1048.00	920.1
061	2P TYPE E SIGNS IN PLACE	SQ FT	8.0000	31.500	252.00	
						673,249.2

DATE 04 28 77 PG. 03 8064

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 83,857.34
	Gr 2 Partic B	44,594.42
% RETAINED ON CONTRACT ITEMS	Gr 1 Partic C	15,058.80
	Gr 2 Partic D	4,748.00
FORCE ACCOUNT	Gr 8	4,228.00
	Page Total	$ 152,486.56
TOTAL PAYMENTS		

WAY DIVISION

ENT VOUCHER

COUNTY		CONTRACT NO. 8064	ESTIMATE NO. 23	PREFIX NO'S.
HIGHWAY		FEDERAL AID PROJECT NO.		
SECTION				

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY	COUNTY
PIECES TYPE A	ONLY	33.0000	2.000	66.00	66.00	—
IECES TYPE A	ONLY	33.0000	4.000	132.00	—	—
RAIL TRAFFIC BARRIER	LIN FT	20.0000	88.000	1760.00	—	—
LINK FENCE	LIN FT	14.5700	526.000	7663.82	3,471.74	4,192.08
CE	LIN FT	3.0000	220.000	660.00	—	660.00
NDS WALKS AND DRIVEWAYS	CU YDS	60.4000	1,102.480	66589.79	60,330.54	6,259.25
NDS WALKS AND DRIVEWAYS	CU YDS	60.4000	371.000	22408.40	—	—
NDS WALKS AND DRIVEWAYS	CU YDS	60.4000	70.000	4228.00	3,830.57	397.43
ASPHALT APPROACHES	ONLY	254.0000	19.000	4826.00	4,826.00	—
MANHOLES	ONLY	156.0000	9.000	1404.00	1,248.00	156.00
MANHOLES	ONLY	156.0000	1.000	156.00	—	—
INLETS	ONLY	144.0000	2.000	288.00	288.00	—
SIDEWALK VAULTS	ONLY	96.0000	3.000	288.00	288.00	—
TING MANHOLE BASE	ONLY	300.0000	1.000	300.00	—	—
NHOLES	ONLY	126.0000	1.000	126.00	—	—
CTRICAL CONDUIT	LIN FT	6.2100	313.000	1943.73	1,943.73	—
CTRICAL CONDUIT	LIN FT	6.2100	2,762.000	17152.02	—	—
UCTION BOXES	ONLY	128.0000	1.000	128.00	128.00	—
UCTION BOXES	ONLY	128.0000	20.000	2560.00	—	—
EXISTING SIGN INSTALLATIONS	LUMP SUM	845.0000	90.000	760.50	676.00	84.50
EXISTING SIGN INSTALLATIONS	LUMP SUM	845.0000	10.000	84.50	—	—
RT FOOTINGS	LUMP SUM	2094.0000	70.000	1465.80	1,298.28	167.52
RT FOOTINGS	LUMP SUM	2094.0000	30.000	628.20	—	—
PE SIGN POSTS	LUMP SUM	10845.0000	70.000	7591.50	6,723.90	867.60
E SIGN POSTS	LUMP SUM	10845.0000	30.000	3253.50	—	—
URAL POLE MOUNTS	LUMP SUM	1978.0000	100.000	1978.00	1,978.00	—
NS IN PLACE	SQ FT	14.0000	98.000	1372.00	1,372.00	—
D SIGNS IN PLACE	SQ FT	6.0000	140.500	843.00	751.14	91.86
D SIGNS IN PLACE	SQ FT	6.0000	88.300	529.80	—	—
NS IN PLACE	SQ FT	8.0000	131.000	1048.00	920.16	127.84
NS IN PLACE	SQ FT	8.0000	31.500	252.00	—	—
					673,249.22	74,435.05

RO. 03 8064	TOTAL CONTRACT ITEMS	Gr 1 Partic A	83,857.34	
		Gr 2 Partic B	44,594.42	
	% RETAINED ON CONTRACT ITEMS	Gr 1 Partic C	15,058.80	
		Gr 2 Partic D	4,748.00	
	FORCE ACCOUNT	Gr 8	4,228.00	
		Page Total	$152,486.56	
	TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-730-1020

COUNTY

HIGHWAY

SECTION

8064 | 23

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	City
062	1P TYPE EE SIGNS IN PLACE	SQ FT	10.0000	59.000	590.00	590.
063	1P TYPE H AND I SIGNS IN PLACE	SQ FT	8.0000	11.600	92.80	92.8
063	2P TYPE H AND I SIGNS IN PLACE	SQ FT	8.0000	80.400	643.20	
064	1P FURNISHING AND PLANTING TREES	ONLY	20.2500	20.000	405.00	405.0
064A	1P ESTABLISHMENT PERIOD WORK		2.2500	20.000	45.00	45.0
065	1P FURNISHING AND PLANTING SHRUBS	ONLY	8.1000	66.000	534.60	534.6
065A	1P ESTABLISHMENT PERIOD WORK		.9000	66.000	59.40	59.4
066	1P FURNISHING AND PLANTING VINES PA 8	ONLY	1.6650	1,800.000	2997.00	2,997.
066A	1P ESTABLISHMENT PERIOD WORK		.1850	1,800.000	333.00	333.
067	1P BARK MULCH	UNITS	50.0000	3.500	175.00	175.0
067	2P BARK MULCH	UNITS	50.0000	80.000	4000.00	
068	1P SOD LAWN	LUMP SUM	10126.0000	100.000	10126.00	10,126
069	1P IRRIGATION SYSTEM	LUMP SUM	7200.0000	100.000	7200.00	7,200.
070	1P ROADWAY LIGHTING POLES AND ARMS	LUMP SUM	39100.0000	100.000	39100.00	39,100.
071	1P FOUNDATIONS	LUMP SUM	9660.0000	100.000	9660.00	8,500.
072	1P LUMINAIRES AND BALLASTS	LUMP SUM	7230.0000	100.000	7230.00	6,507.
073	1P SWITCHING CONDUIT WIRING LAMPS ETC	LUMP SUM	71495.0000	100.000	71495.00	64,345.
	PRICE AGREEMENT ITEMS					
city 30101	1P CREDIT FOR DEFECTIVE JUNCTION BOX	LUMP SUM	100.0000-	100.000	Cr. — (100.00-)	
30201	1P GENERAL EXCAVATION	CU YD	2.8100	1,029.000	2891.49	
30202	1P TRENCH EXCAVATION	CU YD	9.0500	7.660	69.32	
30203	1P TREATED BASE MIX	TONS	6.8500	421.100	2884.54	City
30204	1P CEMENT IN TREATED BASE	TONS	61.0000	18.730	1142.53	
30205	1P 1"-0 AGGREGATE	TONS	4.7200	597.710	2821.19	
30206	1P ASPHALT CONCRETE MIX	TONS	9.3300	431.759	4028.31	
30207	1P ASPHALT CEMENT IN MIX	TONS	72.0000	26.549	1911.53	
30208	1P 8" SEWER PIPE	LIN FT	5.3700	28.000	150.36	
30209	1P CONCRETE INLETS TYPE P	EACH	190.0000	2.000	380.00	
city 30210	1P SUMP MANHOLE	EACH	1325.0000	1.000	1325.00	

DATE 04 28 77 PG. 04 8064

PREVIOUS VOUCHER NO.

CHECKED BY:

TO OR AUDITOR

		831,764.59
TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 17,804.27
	Gr 1 Partic C	682.80
% RETAINED ON CONTRACT ITEMS	Gr 2 Partic D	643.20
	Gr 1 Partic E	21,875.00
FORCE ACCOUNT	Gr 2 Partic F	4,000.00
	Page Total	$ 172,190.27
TOTAL PAYMENTS	GR 1 Partic G	127,485.00

DIVISION	COUNTY	8064	23
VOUCHER	HIGHWAY	FEDERAL AID PROJECT NO.	
	SECTION		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	CITY	COUNTY
S IN PLACE	60 FT	10.0000	59.000	590.00	590.00	—
SIGNS IN PLACE	60 FT	8.0000	11.600	92.80	92.80	—
SIGNS IN PLACE	60 FT	8.0000	80.400	643.20	—	—
O PLANTING TREES	ONLY	20.2500	20.000	405.00	405.00	—
PERIOD WORK		2.2500	20.000	45.00	45.00	—
O PLANTING SHRUBS	ONLY	8.1000	66.000	534.60	534.60	—
PERIOD WORK		.9000	66.000	59.40	59.40	—
O PLANTING VINES PA 8	ONLY	1.6650	1,800.000	2997.00	2,997.00	—
PERIOD WORK		.1850	1,800.000	333.00	333.00	—
	UNITS	50.0000	3.500	175.00	175.00	—
	UNITS	50.0000	80.000	4000.00	—	—
	LUMP SUM	10126.0000	100.000	10126.00	10,126.00	—
STEM	LUMP SUM	7200.0000	100.000	7200.00	7,200.00	—
ING POLES AND ARMS	LUMP SUM	39100.0000	100.000	39100.00	39,100.00	—
	LUMP SUM	9660.0000	100.000	9660.00	8,500.80	1,159.20
D BALLASTS	LUMP SUM	7230.0000	100.000	7230.00	6,507.00	723.00
DUIT WIRING LAMPS ETC	LUMP SUM	71495.0000	100.000	71495.00	64,345.50	7,149.50
MENT ITEMS						
FECTIVE JUNCTION BOX	LUMP SUM	100.0000-	100.000	Cr. — (100.00-)		
ATION	CU YD	2.8100	1,029.000	2891.49		
TION	CU YD	9.0500	7.660	69.32		
MIX	TONS	6.8500	421.100	2884.54	City	
TED BASE	TONS	61.0000	18.730	1142.53		
	TONS	4.7200	597.710	2821.19		
E MIX	TONS	9.3300	431.759	4028.31		
IN MIX	TONS	72.0000	26.549	1911.53		
S	LIN FT	5.3700	28.000	150.36		
TYPE P	EACH	190.0000	2.000	380.00		
	EACH	1325.0000	1.000	1325.00		

84 8064			831,764.59	83,466.75
	TOTAL CONTRACT ITEMS	Gr 1 Partic A	$ 17,504.27	
		Gr 1 Partic C	682.80	
	% RETAINED ON CONTRACT ITEMS	Gr 2 Partic D	643.20	
		Gr 1 Partic E	21,875.00	
	FORCE ACCOUNT	Gr 2 Partic F	4,000.00	
		Page Total	$ 172,190.27	
	TOTAL PAYMENTS	GR1 Partic G	127,485.00	

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-736-1020

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 8064

ESTIMATE NO. 23

FEDERAL AID PROJECT NO.

PREFIX NO'S.

	NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		City
city	30211	1P CURBS ISLANDS & WALKS	DRIVEWAYS	CU YD	60.4000	18.460	1114.98		1,114.98
"	30302	8P GRADE CUL-DE-SAC	WALK	LUMP SUM	707.0000	100.000	707.00		707.00
"	30303	8P PC CONC WALK		CU YD	60.4000	40.130	2423.85		2,423.85
cy/co	30401	1P FURN & PLACE TOPSOIL – ~~83-17~~		CU YD	14.7800	74.400	1099.63		1,099.63
city	30501	1P REPAIR SANITARY SEWER	LATERAL	LUMP SUM	1143.2900	100.000	1143.29		1,143.29
"	30502	1P REPAVE OVER SEWER	LATERAL	LUMP SUM	182.3200	100.000	182.32		182.32
city	30601	1P REPLACE DRIVEWAY AT	WC 11+90 LT	LUMP SUM	1094.0000	100.000	1094.00		1094.00
cy/co	30701	1P PENALTY LOW COMPACTION	CL 8 & CLC	LUMP SUM	494.8000-	71.000	351.31-	Cr.	(291.59
	~~30701~~	~~2P PENALTY LOW COMPACTION~~	~~CL 8 & CLC~~	~~LUMP SUM~~	~~494.8000-~~	~~29.000~~	~~143.49-~~		
		ADJUSTMENT ITEMS							
	6001	P LIQUIDATED DAMAGES		DAY	200.0000-	13.000	2600.00-		—
	6001A	P LIQ DAM TIME EXT APPROVED9-27-76		DAY	200.0000	13.000	2600.00		—
		FORCE ACCOUNT ITEMS							
cy/co	801	1P ON THE JOB TRAINEES	94012	HR			1347.60		1,118.5
co	~~802~~	~~1P INSTALL SUMP MANHOLE~~					1909.48		—
cy	803	1P REBUILT EXTG ST CONN @	92NO&WOODSTOCK				568.04		568.04
cy	804	1P CONST 20' DRIVEWAY					322.58		322.5
cy	805	2N REPAIR ILLUM POLE #14					2434.90		~~2434.9~~
cy	806	2N PAVE PARKING STRIP	WF LINE				816.69		—
cy/co	807	1P REPAIR BROKEN SEWER	PIPES				15234.53		12,644.6

GR 1+8 = M-9776(3)

GR 2 - I-205-7(27)

	Identification	Type code	"P" Constr Cost	"N" Constr Cost	Total Cost
A	Roadway Gr. 1&8	6203	$776,925.73	$ —	$776,925.73
B	Roadway Gr 2	"	414,568.31	3,251.59	417,819.90
C	Signing Gr 1	Y002	15,741.60		15,741.60
D	Signing Gr 2	"	5,391.20		5,391.20
E	Landscaping Gr 1	Y003	21,875.00		21,875.00
F	Landscaping Gr 2	"	4,000.00		4,000.00
G	Illumination Gr 1		127,485.00	—	127,485.00
	Total		$1,365,986.84	$3,251.59	$1,369,238.43

853,891.8

94

DATE 04 28 77 PG. 05 8064 TOTAL CONTRACT ITEMS	1346604.61	1346622.9
PREVIOUS VOUCHER NO. 38309 % RETAINED ON CONTRACT ITEMS		
CHECKED BY: PGO/kf FORCE ACCOUNT	22633.82	22633.8
TO AUDITOR J. Howard TOTAL PAYMENTS	1,369,238.43	1,369,256

HIGHWAY DIVISION

YMENT VOUCHER

COUNTY	CONTRACT NO. 8064	ESTIMATE NO. 23	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	City	County
SLANDS & WALKS	DRIVEWAYS	CU YD	60.4000	18.460	1114.98	1,114.98	—
UL-DE-SAC	WALK	LUMP SUM	707.0000	100.000	707.00	707.00	—
WALK		CU YD	60.4000	40.130	2423.85	2,423.85	—
PLACE TOPSOIL — ~~83-17~~		CU YD	14.7800	74.400	1099.63	1,099.63	—
SANITARY SEWER	LATERAL	LUMP SUM	1143.2900	100.000	1143.29	1,143.29	—
OVER SEWER	LATERAL	LUMP SUM	182.3200	100.000	182.32	182.32	—
DRIVEWAY AT	WC 11+90 LT	LUMP SUM	1094.0000	100.000	1094.00	1094.00	—
LOW COMPACTION	CL B & CLC	LUMP SUM	494.8000-	71.000	351.31-		
LOW COMPACTION	CL B & CLC	LUMP SUM	494.8005-	29.000	143.49-	Cr. (291.59)	(59.72)
TMENT ITEMS							
TED DAMAGES		DAY	200.0000-	13.000	2600.00-	—	—
TIME EXT APPROVED9-27-76		DAY	200.0000	13.000	2600.00	—	—
ACCOUNT ITEMS							
OB TRAINEES	94012	HR			1347.60	1,118.51	229.09
SUMP MANHOLE					1909.48		1909.48
EXTO ST CONN @	92ND&WOODSTOCK				568.04	568.04	—
' DRIVEWAY					322.58	322.58	—
ILLUM POLE #14					2434.90	~~2434.90~~	—
RKING STRIP	WF LINE				816.69		—
ROKEN SEWER	PIPES				15234.53	12,644.66	2,589.87

48 = M-9776(3)

I-205-7(27)

	Identification	Type code	"P" Constr Cost	"N" Constr Cost	Total Cost
A	Roadways Gr 1&8	6203	$ 776,925.73	$ —	$ 776,925.73
B	Roadway Gr 2	"	414,568.31	3,251.59	417,819.90
C	Signing Gr 1	Y002	15,741.60		15,741.60
D	Signing Gr 2	"	5,391.20		5,391.20
E	Landscaping Gr 1	Y003	21,875.00		21,875.00
F	Landscaping Gr 2	"	4,000.00		4,000.00
G	ILLUMINATION Gr 1		127,485.00	—	127,485.00
		Total	$ 1,365,986.84	$ 3,251.59	$ 1,369,238.43

853,891.86 | 88,135.47

942,027.33

PO. 05 8064

TOTAL CONTRACT ITEMS	1346604.61	1346622.91	18.30-
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	22633.82	22633.82	
TOTAL PAYMENTS	1,369.238.43	1,369,256.73	18.30-

PE (CITY)

TOT 74342.29
FED 63576.46
NON-P 229.32

10,536.51/2
5,268.25
+ 229.32
5,497.57

PE (Co)

TOT 15226.73
FED 13,021.68
NON-P 46.97

2,158.08/2
1,079.04
+ 46.97
1,126.01

R/W (CITY)

TOT 376,489.85
FED 296,082.17
NON-P 31,405.74

49,001.94/2
24,500.97
+ 31,405.74
$55,906.71

R/W (CO)

TOT 26,731.30
FED 22,079.34
NON-P 997.80

3,654.16/2
1827.08
997.80
2,824.88

CONST (CITY)

TOT 1,013,760.43
FED 849,610.86
NON-P 23,538.58

140,610.99/2
70,305.49
+ 13,315.95
83,621.44

CONST (CO)

TOT 111,354.56
FED 93,591.21
NON-P 2,274.01

15,489.34/2
7,744.67
+ 1,150.77
8,895.44

PE NON PART	CITY	COUNTY
	229.32	46.97

Construction Non-Part.		CITY	COUNTY
Construction Engr.	22,691.73	20,445.25	2,246.48
Audit	161.96	134.43	27.53
SFO #5	2,958.90	2,958.90	—
	25,812.59	23,538.58	2,274.01
TOTAL COSTS		1,013,760.43	111,354.56
PARTICIPATING		990,221.85	109,080.55
		85.8	85.8
FED FUNDS		849,610.35	~~93,591.11~~
		849,610.86	93,591.21

943,201.46

Voucher 943 202.07

.61

83% = .51

17% = .10

COUNTY	AD. DEP	TRANS	BALANCE	NEED	
PE	680	—	680	680	—
R/W	7,200	6,000	1,200	2824.88	(3,175.12)
CONST	12,700	10,000	2,700	9,940.21	(658.55)

REFUND

7733.67

20,580

7744.67

COUNTY —	COST	ADV DEP	TRANS	
PE	1,126.01	680	680 + 446.01	
R/W	2,824.88	7,200	6,000	($3,175.12)
CONST	8,895.44	12,700	10,000	(1,104.56)

CITY

PE	5,497.57	3,300	660	2640	2,197.57
R/W	55,906.71	35,000	3,000	32000	20,906.71
CONST	83,621.44	105,200	5,200	100,000	~~- 21,578.56~~
	145,025.73	143,500		134,640	- 16,378.56

145,025.73
- 134,640.00
10,385.76

$10,385.73

1,525.73

~~2,1~~

2,197.57 + 660
20,906.71 + 3000
- 21,578.56 ÷ 16,378.5$\overset{5}{6}$
$1,525.72

7,000

5 [illegible]4, 272.77

Paul Barnhardt

City of Scappoose

City Recorder

~~Price Agreement #1 Sta "Fc" 5+70 Lt CITY $ 100 CR.~~

~~" " #2 " 2,059.92~~

~~" " #3 " 1,958.60~~

~~" " #4~~

SFO's

1. RELOC LUMINAIRES	4,300.00
2. RELOC. PGE FENCE	5,751.19
~~3. PERM. STRIPING~~	~~3,000.00~~
4. PTC RR WORK	3,995.57
5. INSTALL WATER METERS	4,227.00
	18,273.76

ANTIC. ITEMS

1. PTC RR WORK	5,700.00

City	863,425.14 ~~1,314,257.28~~	Co.	94,556.60 ~~136,514.63~~
	~~90.6%~~ 90.1		~~9.4%~~ 9.9%

Cost Engr N 21,404.04 ~~6,851.08~~ 1205.44 81.25

City 90.1% = 20,444.35

Co. 9.9% = 2,246.38

Audit N 38.22 83 31.72 city

17 6.50 co.

715,070.75

73,

~~[illegible] C [illegible] CITY [illegible] CK~~

~~" " #3 " 12,059.92~~

~~" " #4 " 1,958.60~~

SFO's

1. RELOC LUMINAIRES	4,300.00
2. RELOC. PGE FENCE	5,751.19
~~3. PERM. STRIPING~~	~~3,000.00~~
4. PTC RR WORK	3,995.57
5. INSTALL WATER METERS	4,227.00
	18,273.76

ANTIC. ITEMS

1. PTC RR WORK	5,700.00

	863,425.14		94,556.60
City	~~1,314,257.28~~	Co.	~~136,514.63~~
	~~90.6%~~		~~9.4%~~
	90.1		9.9%

Cost Engr N 21,404.04 ~~5,851.08~~ 1205.44 81.25

City 90.1% = 20,444.35

Co. 9.9% = 2,246.38

Audit N 38.22

83 31.72 city

17 6.50 co.

715,070.75

73,

22,079.34

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

Memorandum

DATE: Sept. 12, 1978

In reply refer to: HRW-OR
INQ-755-335.1

SUBJECT: Telegram from T. K. Huston to Pres. Carter - File 48012

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Attn: Mr. J. B. Boyd, R/W Manager

RECEIVED
TECHNICAL SERVICES
SEP 13 '78
REFER TO Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Attached is a copy of a telegram concerning Mr. Huston's contention that he has not been paid for property acquired under file 48012. Mr. Huston had previously written regarding this matter by letter dated Sept. 11, 1977, a copy of which is in your files.

Your files indicate that the State handled negotiations to acquire this property but that condemnation action was undertaken by the City of Portland. The file would indicate at the initiation of negotiations Mr. Huston was treated as an owner of a residential and business property. The file further indicates that he was offered residential and business relocation benefits by letters dated April 16, 1974. To assist us in providing an answer to Mr. Huston, we would appreciate the following information:

> Is Mr. Huston an owner of the property and did he have any right to receive any portion of the payment for the property?

This matter appears to have been handled by the City of Portland and involves a "judgement order" and an "amended decree of foreclosure" (Case No. 402006).

Your early reply will be appreciated.

J Matthews for
G. L. Green

cc:
Mr. D. Luth, R/W
Mr. A. Viducich, R/W

41051

E

DOT/FHWA

The White House
Washington

WHA005(1117)(4-027632E227)PD 08/15/78 [illegible] 15 PM 12 24
ICS IPMMTZZ CSP
2067338632 TDMT BELLINGHAM WA 67 08-15 0900A PDT
PMS PRESIDENT CARTER
WHITE HOUSE DC
HOWDY

IN REGARD TO MY PROPERTY WHICH YOU FOLKS TOOK FOR THE FREEWAY IN 1974 AT 10001 SOUTHEAST FOSTER RD PORTLAND OREGAN YOU HAVE NOT PAID ME FOR IT YET MY PROPERTY WOULD HAVE BEEN PAID IN FULL BY THIS TIME PAT BERIAN HAS PUT MY PROBLEM OFF TO SOMEONE ELSE WHO HAS PUT IT OFF ON SOMEONE ELSE WHO HAS PUT IT OFF ON SOMEONE ELSE

T K HUSTON P O BOX 2431 BELLINGHAM WA 98225

NNNN

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S.W. 6th Avenue
Portland, OR 97204

Attention of John Lang
Highway Coordinator

Request No. (assigned by staff engineer or head of section) CC 1797

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $3,300.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$660.00	
		To be transferred to State Highway funds for the S.E. 89th-106th St. Sec. (FAU 9776) Acct. Ref. PORTLAC-001220-LPU		$2,640.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 326-1984-295

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8.0 6.4'

cc: HRA-010
HDA-OR. ✓

9

ASSISTANT SECRETARY OF STATE
WASHINGTON, D.C. 20520

October 12, 1977

Dear Mr. Huston:

Thank you for your letter concerning the property you described in connection with a Federal Highway project.

Although I have read your comments with great interest, I am taking the liberty of referring your request for assistance to the Federal Highway Administration which comes under the Department of Transportation in Washington, and which has jurisdiction over claims of the type you outlined in your letter to the Department of State.

I hope that your claim will be resolved.

Sincerely,

CY SENT
ODOT
(E.S. HUNTER

Patricia M. Derian
Assistant Secretary for
Human Rights and
Humanitarian Affairs

RECEIVED
TECHNICAL SERVICES

OCT 26 '77

REFER TO
Boyd
FOR

10-31-77

11 Sept. 77

T.K. HUSTON 2431 PO BOX BELLINGHAM, WASHINGTON 98225

Dear Pat Darian; STATE DEPARTMENT HUMAN RIGHTS
WASHINGTON D.C.

PURPOSE: TO GET SETTLEMENT FOR PROPERTY TAKEN IN JULY 1974 FOR CONNECTION WITH FEDERAL HIGHWAY PROJECT. (10001 S.E. FOSTER RD. PORTLAND OREGON.

LETTER TO HONORABLE ROBERT W. STRAUB

GOVERNOR STRAUB APRIL 10, 1975 & JAN. 17 1975

QUESTION-WHY DID THE STATE TAKE PARCELS 1 AND 2 FOR PERMANENT EASEMENT AND RIGHT-OF-WAY ENINENT DOMAIN (800sq. ft. , 180 sq. ft.) AND LEAVE ME WITH THE REMAINDER PORTION OF 1493 sq. ft. WHICH YOU STATE IS QUITE UNDESIRABLE? YOU GIVE A TOKEN VALUE OF $240.00

THE ANSWER DID NOT COME FROM GOVERNOR STRAUB BUT FROM LOUIS C. GROTHAUS METRO RIGHT-OF-WAY SUPERVISOR MARCH 20, 1975 5821 N.E. GLISON PORTLAND, OREGON 97213

"THIS OFFICE CAN NOT ADVISE YOU ON THE REMAINING PORTION"

I ASKED THEY BUY MY PROPERTY PRIOR TO MAY 11, 1973-

RECIEVED JUNE 12 1973, GEORGE M. BALDWIN ADMINISTRATOR OF HIGHWAYS.

IF MY PROPERTY WAS BOUGHT AT THAT TIME I WOULD HAVE HAD THE BEST YEAR EVER, MONEY WISE, BECAUSE I NEEDED MORE ROOM. I WAS EXPANDING MY BUSINESS AND THE JUNK VALUES WERE HIGH. I WAS GETTING GOOD PRICES FOR EVERYTHING.

LETTER FROM RIGHT-OF-WAY AGENT. "FOR YOUR INFORMATION THE FOLLOWING PROPERTIES ARE CURRENTLY AVAILABLE ON THE OPEN MARKET AND ARE CONSIDERED TO BE WITHIN YOUR PRICE RANGE FOR A REPLACEMENT RESIDENT."

THE PROPERTIES LISTED WERE NOT OF VALUE TO ME. THEY WERE FOR RESIDENT ONLY AND DID NOT QUALIFY FOR MY BUSINESS. THEY DID NOT EVEN COME CLOSE TO MY NEEDS. MY PROBLEM WAS NOT WHAT THE RIGHT-OF-WAY AGENT WOULD GIVE ME FOR THE PROPERTY BUT WHAT I COULD REPLACE IT FOR. THEY OFFERED ME A LITTLE MORE THEN I PAYED FOR IT OVER TEN YEARS AGO, I HAVE PAYED MORE FOR THE INFLATION OF GAS IN SIX MONTHS . I DROVE FIFTY THOUSAND MILES IN SIX MONTHS.

BENEFITS

2. TANGIBLE PERSONAL PROPERTY LOSS

TRUCK,TOW DOLLY,8X15 TRAILER, 8X20 TRUCK BED,NEW MILLER WELDING SET-UP,CUTTING TORCH AND TANKS,FURNATURE,14 INCH ROCK CUTTER, TOOLS,VISES, NUTS AND BOLTS ECT. SEPARATED INTO 50-GALLON CANS, 100 TIRES, 8X15 SLED SHED,THREE MONTHS TO CLEAN-UP AND SLOW DOWN INCOMING JUNK,WORK BENCHES,

ANTIQUE MIRROR

3. REASONABLE COST OF SEARCH OF NEW SITE SINCE JULY,74

MAXINUM

4. PAYMENT IN LIEU OF ALL OTHER BENRFITS $10,000

REPORT OF PERSONAL INTERVIEW APRIL 15, 1974 ALLEN L. ANDERSON RW AGENT TAKING 890 sq. ft. $6,700

1st offer $6,700

2nd offer $7,000 entire property 3-13-74

2nd offer AND INTERVIEW WAS NOT WITH ME.

THE GARAGE AND FENCE ON ADJACENT TO EAST ENCROACHES ON PROPERTY AT 10001 S.E. FOSTER RD. BY 10 INCHES.

RIGHT-OF-WAY AGENT ALLEN L. ANDERSON REPORT OF PERSONAL INTERVIEW MARCH 1, 1974 MR. HUSTON ASKED HOW MUCH FOR THE ENTIRE PROPERTY.

PARCEL 1	800 sq. ft.
PARCEL 2	180 sq. ft.
remainder	1493 sq. ft.
SUM	2473 sq. ft.

REPORT OF PERSONAL INTERVIEW TAKING 890 sq. ft. AMOUNT $6,700 MARCH 1, 1974 FILE # 48012 ALLEN ANDERSON

PICTURES SHOW

NEW FRONT ON STORE, NEW PAINT ON ENTIRE BUILDING, JUNK BUSINESS, CLEAN EAST SIDE WITH PLASTIC AND BARK DUST, 1- TON TRUCK WITH WINCH, FURNATURE AND APPLIANCES, FENCE

ON THE EAST SIDE WHICH WAS ON MY PROPERTY AND WHICH THE PEOPLE ON THE EAST SOLD, 8x15 TRAILER, TOW DOLLY, NUTS AND BOLTS AND ECT. IN FIFTY ONE-GALLON CANS (SEPARATED), 14 INCH ROCK CUTTER, NEW COMPOSITION ROOF, PEA GRAVEL ON THE WORK AREA INTHE BACK, 8X15 SLED SHED

PICTURES DID NOT SHOW

8 FT. FENCE ON THE BACK OF THE PROPERTY and back east side

"THIS LAND WILL BE OF AN UNECONOMIC SIZE AND SHAPE, SUITABLE FOR PLOTTAGE ONLY."

"THIS OFFICE CAN NOT ADVISE YOU REGARDING REMAINDER PORTION."

I ASKED THEM TO BUY MY PROPRETY IN 1973. AT THAT TIME THEY HAD BOUGHT OTHER PROPERTY IN THE AREA.

THE PROPERTY WAS INSPECTED IN 1972 FEB. 3

STRIP ZONE COMMERCIAL WITH LIGHT INDUSTRIAL AND SOME RESIDENTAL.

"THE REMAINDER PORTION HAS TOKEN VALUE ONLY"

IT HAS TOKEN VALUE AND IS GOOD FOR PLOTTAGE ONLY BECAUSE YOU CUT IT UP.

KEEPING ALL THAT IN MIND, MY BASIC PROBLEM WHICH I HAVE STATED SO MANY TIMES WITHOUT AN ANSWER IS-IT IS NOT FARE TO TAKE PART OF THE PROPERTY AND LEAVE ME WITH THE PORTION YOU HAVE MADE INTO A TOKEN VALUE FOR PLOTTAGE ONLY.

THEREFORE USEING YOUR FIGURES 2473 sq. ft. at $7.55 per sq. ft.(890 sq. ft. at $6,700 is $7.55 per sq. ft.) $1042 per sq. ft. for improvements is your high guess for the area.

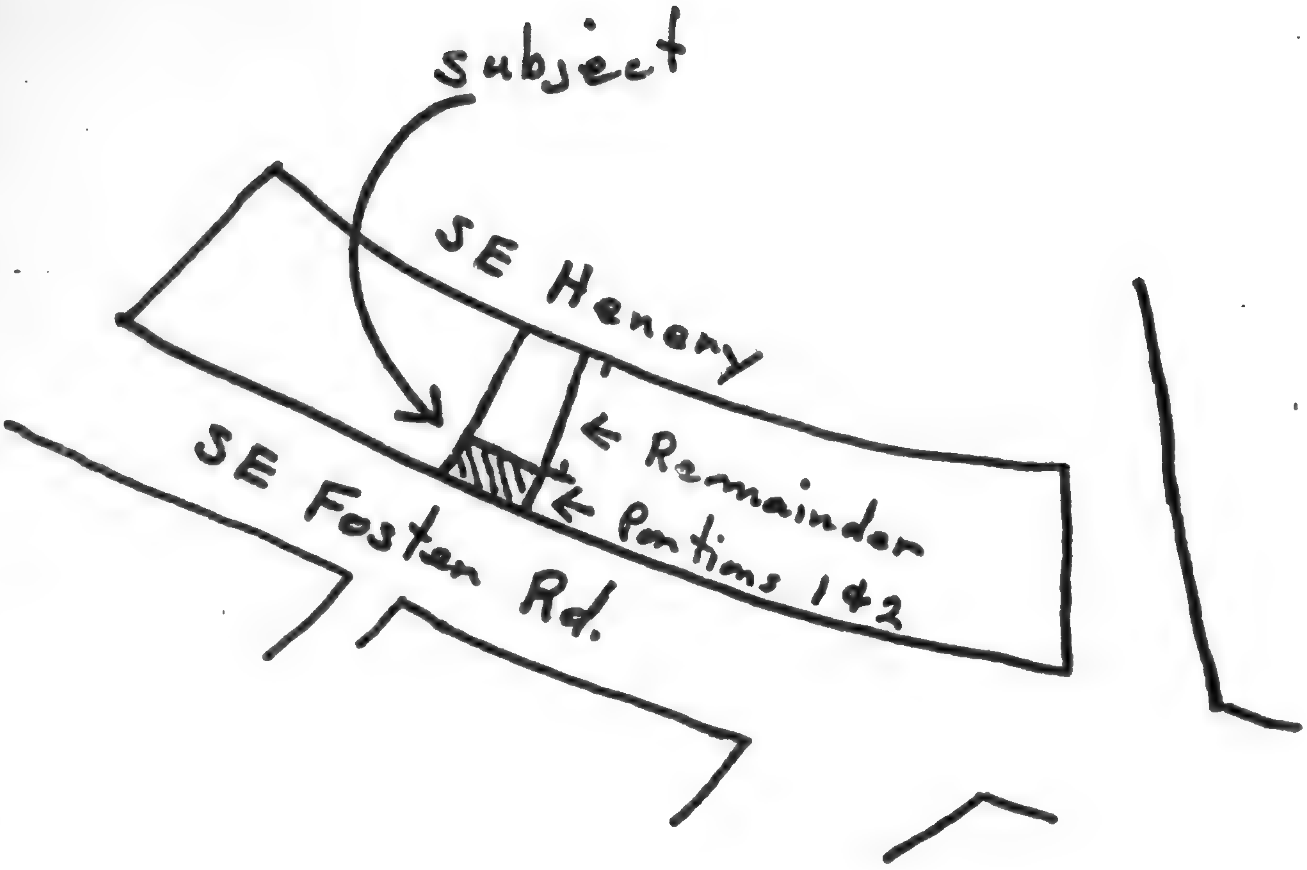
ROUND $18,673 PLUS C-2 ZONE VACANT LAND @4300 PLUS REAL REPLACEMENT ADDITIVE, 1723 sq. ft. USED FOR BUSINESS PLUS $150 A MONTH FOR 40 MONTHS FOR RENT PLUS INTEREST FOR UNPAYED ASSETS SINCE JULY 15, 1974 PLUS OTHER BENEFITS.

My problem is replacement. You have offered only residental property.

The situation today in Bellingham Washington is that this town needs someone to pick-up recycleable cardboard as stated on the local radio (KGMI) and Dave Eastman from the public works in the City Hall.

I could make a good business recycling cardboard and junk if I had the place and the equipment.

T.K. HUSTON
T K Huston
2431 POB
BELLINGHAM, WASHINGTON
98225


subject
SE Henery
← Remainder
← Portions 1&2
SE Foster Rd.

property facing two streets

8964 ## STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-62	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	8-9-77	Project Number M-9776(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **September 27** , 19 **74** ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,046,799	$ 1,094,380
Federal funds	$ 898,153	$ 938,978
Other revisions		

This modification is made for the following reasons:

To increase construction engineering to 15%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August , 1977 .

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

88717

Gen file

Oregon State Highway Division
Salem, Oregon, August 4, 1977

Federal Aid Project
No. M-9776(3)

S.E. 89TH AVE.-S.E. 106TH AVE. SECTION
FAU 9776 IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "FC" 0+00 to Sta. "FC" 10+90.53 & Sta. "FC" 20+40.53 to Sta. 44+59)

Subtotal on previous estimate of June 10, 1977		$ 951,635.46
	15% Engineering	142,744.54
	Total	$1,094,380.00

Length of Roadway - - - - - - - - - - 0.665 Mile
Cost of Roadway Per Mile - - - - - - $1,645,684.20

Federal Funds	$ 938,978.00
State Funds	77,701.00
County Funds	13,209.00
City Funds	64,492.00
Total	$1,094,380.00

Group 1 - 6% Group 8 - 1%
Contract No. 8064
Prefix 626-1021
Pro Rata 85.8%

8064

STATE COPY

9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-116		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-17-77	County Multnomah
MODIFICATION NUMBER 1		Project Number M-9776(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 27, 19 74,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,012,931	$ 1,046,799
Federal funds	$ 792,010	$ 898,153
Other revisions		

This modification is made for the following reasons:

To include additional approved items and increase federal aid pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of June, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By

Asst ~~Deputy~~ State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen file

Oregon State Highway Division
Salem, OR June 10, 1977

Federal Aid Project
No. M-9776(3)

S. E. 89th Ave. - S. E. 106th Ave. Section
FAU 9776 In Multnomah County

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta "FC" 0+00 to Sta "FC" 10+90.53 & Sta "FC" 20+40.53 to Sta 44+59)
Subtotal on previous estimate of September 13, 1974 $920,846.42

Additional Approved Items

PA2	General Excavation	1,029	cu. yd.	2.81	$ 2,891.49
PA2	Trench Excavation	7.66	cu. yd.	9.05	69.32
PA2	Treated Base Mix	421.1	ton	6.85	2,884.54
PA2	Cement In Treated Base	18.73	ton	61.00	1,142.53
PA2	1"-0 Aggregate	597.71	ton	4.72	2,821.19
PA2	Asphalt Concrete Mixture	431.75	ton	9.33	4,028.22
PA2	Asphalt Cement In Mixture	26.54	ton	72.00	1,910.88
PA2	8-inch Sewer Pipe	28	Lin. ft.	5.37	150.36
PA2	Concrete Inlets Type P	2	Only	190.00	380.00
PA2	Sump Manhole	1	Only	1,325.00	1,325.00
PA2	Curbs, Islands, Walks & Driveways	18.46	Cu. Yd.	60.40	1,114.98
PA4	Furnish and Place Topsoil	74.4	Cu. Yd.	14.78	1,099.63
PA5	Repair Sanitary Sewer Lateral	Lump Sum			1,143.29
PA5	Repave over Sewer Lateral	Lump Sum			182.32
PA6	Replace Driveway at WC 11+90 lf.	Lump Sum			1,094.00
EW02	Install Sump Manhole	All Required			1,909.48
EW03	Rebuild Existing St. Connection	All Required			568.04
EW04	Construct Driveway	All Required			322.58
SF02	Work by Portland General Electric Company	All Required			5,751.19

Increase	$ 30,789.09
Subtotal	$951,635.46
Engineering	95,163.54
Total	$1,046,799.00

Length of Project - - - - - - 0.665 mile
Cost of Roadway Per Mile - - -$1,574,133.83

Federal Funds	$ 898,153.00
State Funds	74,323.00
County Funds	12,635.00
City Funds	61,688.00
TOTAL	$1,046,799.00

Group 1 - 69% Group 8 - 1%
Contract No. 8064
Prefix 626-1021
Pro Rata 85.8%

8064.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-6	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	S E Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Multnomah
PROJECT REPORT NO. 3	9-27-74	PROJECT NO. M-1073(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. Foster Rd. from S.E. 89th Ave. to S.E. 106th Ave. in Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-7-74	0.665
OTHER (Specify)		

FUNDS

	Pro Rata 78.19%
ESTIMATED TOTAL COST OF PROJECT $ 1,012,931	FEDERAL FUNDS $ 792,010

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. H. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer Sept 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic
control provisions are contained
in State-City Agreement approved
by Highway Commission on 2-28-74.

Oregon State Highway Division

Federal-aid Project
No. M-1073(3)

S.E. 89TH AVE.-S.E. 106TH AVE. SECTION

FAU 1073 in MULTNOMAH COUNTY

Salem, Oregon, September 13, 1974

Project agreement estimate.

Type Code 6203
Roadway (Sta. "Fc" 0+00 to Sta. "Fc" 10+90.53 & Sta. "Fc" 20+40.53 to Sta. 44+59)

Mobilization	All	Required (72%)		$ 57,072.05
Temporary Protection and Direction of Traffic	All	Required (95%)		9,367.00
Temporary Signs	850	sq.ft.	5.85	4,972.50
Temporary Barricades	16	only	180.00	2,880.00
Flagmen	900	hour	13.85	12,465.00
Clearing and Grubbing	All	Required (72%)		2,872.80
Removal of Structures and Obstructions	All	Required (72%)		15,792.48
General Excavation	21,040	cu.yd.	2.81	59,122.40
Trench Excavation	3,080	cu.yd.	9.05	27,874.00
Furnishing and Placing Topsoil	965	cu.yd.	5.25	5,066.25
Watering	220	M-gal.	9.00	1,980.00
Treated Base Mixture	18,400	ton	6.85	126,040.00
Cement in Treated Base Mixture	1,015	ton	61.00	61,915.00
1" - 0 Aggregate Base	8,100	ton	4.72	38,232.00
Asphalt Concrete Mixture	7,600	ton	9.33	70,908.00
Asphalt Cement in Mixture	500	ton	72.00	36,000.00
Class A Concrete in Wall	63	cu.yd.	115.00	7,245.00
Reinforcement in Wall	3,195	lb.	0.42	1,341.90
8-inch Sewer Pipe	794	lin.ft.	5.37	4,263.78
10-inch Sewer Pipe	4,712	lin.ft.	5.18	24,408.16
12-inch Sewer Pipe	369	lin.ft.	7.10	2,619.90
18-inch Sewer Pipe	342	lin.ft.	13.10	4,480.00
24-inch Sewer Pipe	527	lin.ft.	18.40	9,696.80
27-inch Sewer Pipe	611	lin.ft.	21.60	13,197.60
30-inch Sewer Pipe	214	lin.ft.	27.10	5,799.40
Extra for Pipe Under Pavement	600	lin.ft.	6.31	3,786.00
Concrete Manholes	15	only	1,672.00	25,080.00
Concrete Inlets, Type P	92	only	190.00	17,480.00
6-inch Drain Pipe	200	lin.ft.	9.20	1,840.00
Special Filter Material in Drains	20	cu.yd.	8.00	160.00
CL-8 Chain Link Fence	530	lin.ft.	14.57	7,722.10
Type 3 Fence	220	lin.ft.	3.00	660.00
Curbs, Islands, Walks and Driveways	1,060	cu.yd.	60.40	64,024.00
Extra for Asphalt Approaches	19	only	254.00	4,826.00
Adjusting Manholes	14	only	156.00	2,184.00
Adjusting Inlets	9	only	144.00	1,296.00

Adjusting Sidewalk Vaults	1 only	96.00	96.00
2-inch Electrical Conduit	530 lin.ft.	6.21	3,291.30
Concrete Junction Boxes	5 only	128.00	640.00
			$ 738,697.62
Type Code Y002			
Signing			
Removal of Existing Sign Installations	All Required (90%)		$ 760.50
Sign Support Footings	All Required (70%)		1,465.80
Special Pipe Sign Posts	All Required (70%)		7,591.50
Special Signal Pole Mounts	All Required		1,978.00
Type "A" Signs in Place	98 sq.ft.	14.00	1,372.00
Type "C" and "D" Signs in Place	165 sq.ft.	6.00	990.00
Type "E" Signs in Place	156 sq.ft.	8.00	1,248.00
Type "EE" Signs in Place	59 sq.ft.	10.00	590.00
Type "H" and "I" Signs in Place	21 lin.ft.	8.00	168.00
			$ 16,163.80
Type Code Y003			
Landscaping			
Furnishing and Planting Trees	20 only	22.50	$ 450.00
Furnishing and Planting Shrubs	66 only	9.00	594.00
Furnishing and Planting Vines	1,800 only	1.85	3,330.00
Bark Mulch	4 units	50.00	200.00
Sod Lawn	All Required		10,126.00
Irrigation	All Required		7,200.00
			$ 21,900.00
Illumination			
Roadway Lighting, Poles and Arms	All Required		$ 39,100.00
Foundations	All Required		9,660.00
Luminaires and Ballasts	All Required		7,230.00
Switches, Conduit, Wiring, Lamps, Etc.	All Required		71,495.00
			$ 127,485.00
			$ 904,246.42
Additional Items			
Railroad Protective Costs	All Required		$ 5,700.00
Stage Construction Striping	All Required		2,500.00
Temporary Lighting	All Required		5,000.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (3 @ $800)	All Required		2,400.00
			$ 16,600.00
	Subtotal		920,846.42
	Engineering		92,084.58
	Total		$1,012,931.00

Length of Roadway - - - - - - - - - -	0.665 mile
Cost of Roadway per Mile- - - - - - -	$1,523,204.51

RETAINED IN PROGRAM STATUS

Portland Traction Company	All Required	$ 3,455.00
Permanent Pavement Striping (By the City of Portland)	All Required	3,000.00
Install Traffic Signals (By the City of Portland)	All Required	5,200.00
Install Water Meters	All Required	900.00
Sod Lawn on Parking Area	All Required	1,500.00
Temporary Barricades and Signing (By the City of Portland)	All Required	1,500.00
Portland General Electric Co.	All Required	2,000.00
Bureau of Water Works (City of Portland)	All Required	5,000.00
Lime Treatment of Wet Spots	All Required (69%)	10,350.00
	Subtotal	$ 32,905.00
	Engineering	3,290.00
	Total	$ 36,195.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,012,931.00	$792,010.00	$220,921.00
Retained in Program	36,195.00	28,300.00	7,895.00
Total	$1,049,126.00	$820,310.00	$228,816.00

Group 1 - 69% Group 8 - 1%

Contract No. 8064

Prefix 626-1021

S.E. 89TH AVE.-S.E. 106TH AVE. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$2,000.00

8064

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 26, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8064

In accordance with the memo from Jon Morris of Cascade Construction Company, Inc. the $5,000 deposited in lieu of retainage on this contract which has been finalled, is being transferred to the unallocated account.

This deposit is a portion of safekeeping receipt 209486 for CD 297736 maturing July 11, 1977.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction Company, Inc.

NOTED
C. W. HEAD

bc : C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8064

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 18, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8064

This contract has been finalled. The $5,000 deposited in lieu of retainage on this project may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

[illegible]ED
[illegible] HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8064

P

May 4, 1977

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

On April 29, 1977, we wrote to you concerning release of final payment on Contract No. 8064 awarded to Cascade Construction Company, Inc., for work on S. E. 89th Avenue-S. E. 106th Avenue Section of FAU 1073 in Multnomah County.

The total contract amount is $1,369,238.43 including $22,633.82 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fwa

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Roger Co.
201 American Bank Building
Portland, OR 97205

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: April 28, 1977

FROM: C. T. Keasey R D Church for
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8064, Work Completed 5/26/76

Project SE 89th Ave.-SE 106th Ave.

Highway FAU 9776 (SE Foster Rd. & SE Woodstock Blvd.)

Count(y)~~(ies)~~ Multnomah

Type of Work Grade, Pave, Signing & Landscaping

Contractor Cascade Construction Co., Inc.

Recommended Acceptance Date 4/28/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:

cc: E. S. Hunter
~~W. J. Hart~~
R. W. Ellison
R. D. Church

Letter sent to surety on 4/29/77 by Karen.

RECEIVED
STATE HWY ENGR
APR 28 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 4-29-77

8064 p

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8064

β

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 23, 1977

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8064

Retainage requirements on this contract have been reduced to $5,000. You presently have $30,000 deposited in lieu of retainage on this project. $25,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8064 15

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-90		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-16-77	County Multnomah
MODIFICATION NUMBER 1		Project Number I-205-7(27)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 479,860	$ 493,449
Federal funds	$ 435,556	$ 455,354
Other revisions		

This modification is made for the following reasons:

To increase construction engineering to 15%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

38717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-205-7(27)307

S.E. Foster Rd.-S.E. Woodstock Blvd. Section

E. Portland Freeway In Multnomah County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "F" 8+00 to Sta. "F" 17+50)

Subtotal on previous estimate of September 13, 1974		$429,086.91
	Engineering	64,362.09
	TOTAL	$493,449.00

Length of Roadway	0.180 mile
Cost of Roadway Per Mile	$2,741,383.33

Federal Funds	$455,354.00
State Funds	38,095.00
TOTAL	$493,449.00

Group 2 - 30%
Contract No.: 8064
Prefix: 626-1021

8064

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-7	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-27-74	STATE Oregon
		COUNTY Multnomah
PROJECT REPORT NO. 3		PROJECT NO. I-205-7(27)307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, SE Foster Rd. and SE Woodstock Blvd. (Portland), approx. 0.18 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-74	0.00
OTHER (Specify)		

FUNDS Pro-Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 471,995	FEDERAL FUNDS $ 435,556

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By W. J. Smith
for G. L. Green (Division Engineer)
Date executed by Division Engineer Sept 27, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. I-205-7(27)307

State Highway Division

S.E. 89TH AVE.-S.E. 106TH AVE. SECTION

FAU 1073 IN MULTNOMAH COUNTY

Salem, Oregon, September 13, 1974

t Agreement Estimate.

ode 6203
y (Sta. "F" 8+00 to Sta. "F" 17+50)

zation	All Required (28%)			$ 22,194.69
ary Protection and ction of Traffic	All Required (5%)			493.00
ary Signs	50	sq.ft.	5.85	292.50
ary Barricades	4	only	180.00	720.00
n	100	hour	13.85	1,385.00
ng and Grubbing	All Required (28%)			1,117.20
al of Structures and tructions	All Required (28%)			6,141.52
al Excavation	4,660	cu.yd.	2.81	13,094.60
Excavation	4,540	cu.yd.	9.05	41,087.00
hing and Placing Topsoil	5,185	cu.yd.	5.25	27,221.25
ng	80	cu.yd.	9.00	720.00
ed Base Mixture	7,900	ton	6.85	54,115.00
in Treated Base Mixture	435	ton	61.00	26,535.00
Aggregate Base	3,500	ton	4.72	16,520.00
lt Concrete Mixture	3,300	ton	9.33	30,789.00
lt Cement in Mixture	210	ton	72.00	15,120.00
Culvert Pipe	320	lin.ft.	5.95	1,904.00
Sewer Pipe	725	lin.ft.	5.37	3,893.25
ch Sewer Pipe	835	lin.ft.	7.10	5,928.50
ch Sewer Pipe	300	lin.ft.	9.67	2,901.00
ch Sewer Pipe	358	lin.ft.	21.60	7,732.80
ch Sewer Pipe	696	lin.ft.	27.10	18,861.60
ch Sewer Pipe	238	lin.ft.	30.50	7,259.00
ch Sewer Pipe	234	lin.ft.	56.40	13,197.60
ch Sewer Pipe	340	lin.ft.	71.60	24,344.00
ete Manholes	6	only	1,672.00	10,032.00
al Concrete Manhole, Type 1	1	only	2,710.00	2,710.00
al Concrete Manhole, Type 2	1	only	5,900.00	5,900.00
al Concrete Manhole, Type 3	1	only	5,408.00	5,408.00
ete Inlets, Type B	1	only	250.00	250.00
ete Inlets, Type P	14	only	190.00	2,660.00
Drain Pipe	30	lin.ft.	9.20	276.00
al Filter Material in Drains	3	cu.yd.	8.00	24.00
Rail, Type 1	100	lin.ft.	17.90	1,790.00
End Pieces, Type A	4	only	33.00	132.00
nuous Rail Traffic Barrier	88	lin.ft.	20.00	1,760.00
, Islands, Walks and Driveways	440	cu.yd.	60.40	26,576.00
for Asphalt Walks	240	sq.yd.	4.60	1,104.00

Adjusting Manholes	1 only	156.00	156.00
Reconstructing Manhole Base	1 only	300.00	300.00
Capping Manholes	2 only	126.00	252.00
2-inch Electrical Conduit	2,320 lin.ft.	6.21	14,407.20
Concrete Junction Boxes	19 only	128.00	2,432.00
			$419,736.71

Type Code Y002
Signing

Removal of Existing Sign Installation	All Required (10%)		$ 84.50
Sign Support Footings	All Required (30%)		628.20
Special Pipe Sign Posts	All Required (30%)		3,253.50
Type "C" and "D" Signs in Place	86 sq.ft.	6.00	516.00
Type "E" Signs in Place	25 sq.ft.	8.00	200.00
Type "H" and "I" Signs in Place	71 sq.ft.	8.00	568.00
			$ 5,250.20

Type Code Y003
Landscaping

Bark Mulch	82 units	50.00	$ 4,100.00
			$ 4,100.00
	Subtotal		$429,086.91
	Engineering		42,908.09
	Total		$471,995.00

Length of Roadway - - - - - - - - - - - - 0.180 mile
Cost of Roadway per Mile - - - - - - - - $2,622,194.44

RETAINED IN PROGRAM STATUS

Lime Treatment of Wet Spots	All Required (31%)	$ 4,650.00
Bureau of Water Works, City of Portland	All Required	2,500.00
	Subtotal	$ 7,150.00
	Engineering	715.00
	Total	$ 7,865.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$471,995.00	$435,556.00	$36,439.00
Retained in Program	7,865.00	7,257.00	608.00
Total	$479,860.00	$442,813.00	$37,047.00

Group 2 - 30%

Contract 8064

Prefix: 626-1021

8064

p

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

NOTED
C. W. HEAD

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CUSTOMER COPY

9

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **208596**

DATE December 30, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500%
	Dated 12/13/76 Due 1/31/77
	Interest At Maturity
	CUSIP
	Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc.

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2469 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

LETTER OF APPROVAL AND/OR AUTHORIZATION

SEE BELOW
STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
12-28-76

PROGRAM NO.

ITEM NO.
M-(Various)

COUNTY NAME
Various

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Various FAU Routes

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:
City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Reyise Programming Rte. No.	Reyise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

APPROVING OFFICIAL

TITLE

State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-28-76	FEDERAL ROUTE NUMBER Various FAU Routes STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE Division Administrator

FORM PR-1240
(REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—631-495

8064

p

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

ea
Enc

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$150,000.00

U.S. Bank Savings Certificate Non-Negotiable C/D 5.000%

Dated 11/30/76 Due 12/30/76
Interest At Maturity
Cert # -00 277489 @ 150M

CUSIP

"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

N/O Cascade Construction Co., Inc.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

9776

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

PROJECT MANAGEMENT

DEC - 3 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

Cy: Laux
Hacek

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

✓

CONNIE McCREADY
COMMISSIONER

CITY OF PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

AR CE PR1 PR2 DE
O.S.H.D. - METRO
NOV 29 1976
FILE T/A

November 23, 1976

Mr. Robert N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland OR 97213

Dear Mr. Bothman:

The City of Portland hereby requests that all of our on-going FAUS project agreements be changed to utilize the new federal aid match ratio of 86%-14%. The attached list identifies specific projects which will be affected.

It is our understanding that the City and State will continue to split the 14% local share of the FAUS program on a "fifty-fifty" basis.

Sincerely,

NEIL GOLDSCHMIDT, MAYOR
City of Portland

Connie McCready

CONNIE McCREADY, COMMISSIONER
Department of Public Works

CM:grp:kmc

Encl.

cc: Cowles Mallory
John Lang
Doug Wright
Don Bergstrom

0.64

1-P

Form [illegible] (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date November 30, 1976

Project Name 89th Ave. - 106th Ave.

Contract No. 8064

Highway SE Foster Rd. SE Woodstock Blvd FAU 1073

Prefix 626-1021

County Multnomah

F. A. Project No. I-205-7(27)307

Contractor Cascade Const. Co. Inc.

Order No. 7

Address PO Box 4267 Portland, Oregon 97208

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair broken sewer lines throughout project. Broken locations to be determined by City of Portland T.V. survey. Work includes excavating through pavement, replacing pipe, backfilling and repaving area.

1. Rental rates to be in accordance with State/AGC agreement.
2. Percentage allowed contractor to be as per executed contract.

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Labor	$8,100.00
Equipment	4,200.00
Materials	1,700.00
Total	$14,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Breaks in sewer lines are due to lack of cover and protection from loads imposed by construction equipment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $1,565,199.37

Present estimate of project cost, including $ [illegible],000 for work under this order $[illegible]

Expected ~~under-run~~ over-run amount . . . . . . $ 62,120.90

Expected under-run over-run per cent . . . . . . [illegible]

Space to right of this line for use of Salem Office

Submitted by: D. Howard Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Marvin Croft Regional Engineer

Approved Construction Engineer.

12-15-76

1-5-77 mFB

SP*67866-134

8064

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE 11-19 ~~October 27~~, 1976

TO Vernon E. Skoog
Controller

NOTED
JACK L. SOLLIS
B
11-12-76

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File 48049 - Western Block
Oregon Project M-0600(2)
S.E. 89th Ave-S.E. 106th Ave. Section
(Foster-Woodstock Couplet)
Multnomah County

I am attaching a copy of a letter Mr. Boyd wrote to Mr. John Osborne, City Attorney, Portland, on May 27, 1976.

Mr. Osborn has never answered this letter. Please deduct the $1,000 from the next Transportation Commission payment to the City of Portland.

JRO:ha

Att.
CC: R. L. Schroeder
Glen L. Green

the City of Portland
says they will
take care of this
when final accounting
for project is made -
SK
11-19-76

Dick
Please discuss
Vern

RECEIVED
NOV 23 1976
Office of
Assistant State Highway Engineer

RECEIVED
OCT 28 1976
HIGHWAY ACCOUNTING

#8064

15

bcc: H. S. Coulter
R. L. Schroeder
R. N. Bothman
L. Grothaus
J. Sollis
F. Lowe
M. Mead

May 27, 1976

Mr. John Osborne, City Attorney
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Osborne:

Subject: File #48049 - Western Block
Oregon Project M-0600 (2)
S. E. 82nd - S. E. 106
(Foster - Woodstock Couplet)
Appraisal Fees

The review by the Federal Highway Administration has indicated failure to follow the Federal Highway Program Manual on the above file. This failure to follow the manual is relative to the appraisal fee being estimated or that a fee proposal was submitted by Mr. Gail Webb, or that an appraisal contract was entered into. All of this is required by the Federal Highway Program Manual, Volume 7, Chapter 3, Section 5, Paragraph 5F and Paragraph 6. Because of this failure to follow the appraisal contracting procedures Mr. Webb's fee is nonparticipating. Because this was an administrative decision made by the city of Portland, it is therefore necessary that this be reimbursed by the city of Portland to the Oregon State Highway Division. These funds either can be reimbursed in the amount of $1,000 or the $1,000 can be deducted from the next State Transportation Commission payment to the city of Portland. The method of repayment can be selected by you.

The letter from the Federal Highway Administration is attached for your information.

Very truly yours,

J. B. Boyd
Right of Way Engineer

RECEIVED
MAY 28 1976
Office of
Assistant State Highway Engineer

JBB:lb

8064

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	- -

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173 11

DATE 10/29/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$200,000.00

U. S. Bank Savings Certificate Non-Negotiable C/D 5%

Dated 10/29/76 Due 11/30/76

Interest at Maturity

CUSIP

Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc.
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] HEAD OFFICE PORTLAND

8064

13

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 29 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 30 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207906**

DATE 9/27/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5%

Dated 9/27/76 Due 10/29/76

Interest At Maturity

Cert # 00 265198 @ 200M; N/O Cascade Construction Co., Inc.

CUSIP

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

Johnson

NOT NEGOTIABLE

10-2400 4/75 ENV. 31-389 HEAD OFFICE PORTLAND

8064

September 27, 1976

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8064 for work on S. E. 89th Avenue-S. E. 106th Avenue (Foster-Woodstock Couplet) in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 13 days is granted because of Price Agreements 2 and 6.

Very truly yours,

C T Keasey

For E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
Ed Hardt "

FR:ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 22, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(27)307 & M-1073(3)
S.E. 89th Ave.-S.E. 106th Ave. Sec.
Foster-Woodstock Couplet
Contract No. 8064

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The proposed time extension as described in Mr. Hunter's August 12, 1976, letter has been reviewed. I concur in the proposed 13-day extension as requested.

G L Green
G. L. Green

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy Keasly
Church
Hardt
9-27-76

8064

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

80641

p

August 17, 1976

(F. B. Klaboe - 378-6616)

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. R. L. Williams
C & P Foods
10161 S.E. Foster Road
Portland, Oregon 97266

Dear Mr. Williams:

I requested the Highway Division to review the circumstances related to the construction improvements on Foster Road in Portland in 1975.

Although definitely related to I-205, the improvement of the Foster/Woodstock couplet was a project sponsored jointly by the City of Portland and Multnomah County. The Highway Division participated in solving both the traffic congestion in the Lents business district and the anticipated traffic from the I-205 Freeway.

The Highway Division advises that Foster Road was never closed to traffic nor was access ever closed to businesses on Foster. During various stages of the contract work, one-half of the street would be closed while working on the other half; at all times access was provided to businesses on both sides of the street.

A majority of businesses in the area agreed to this improvement and were involved in the planning process. They believed they would sustain a substantial benefit from this street improvement.

I cannot advise you as to your legal rights for damages during construction, but I hope your business continues to improve and that you will eventually realize a benefit from the street improvement.

bc: Ken Bonnem (w/att.)
H. S. Coulter
R. N. Bothman

RNB:ebg srb

C&P FOODS
10151 SE Foster Rd.
Portland Ore. 97266

DOT: Page 1+2
Health: Page 3

RECEIVED
AUG 10 1976
007228 DRAFT Reply

Please prepare draft reply
for Governor's signature
by 8-18
Thank you.

August 9, 1976

Governor's Office

Dear Mr. Straub,

I want to inform you of the problems that I have had with the State of Oregon. (one division or another) Hopefully you will indulge a brief history to bring you up to date.

On April 16, 1975 I took possession of a neighborhood super market in the low rent district of Portland known as the Lents area. The previous owner had gone bankrupt and caused a lot of ill will with the local people.

RECEIVED
STATE HWY ENGR
AUG 12 '76
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT OPERATIONS
AUG 11 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

I set about the task of cleaning-up the store and the surrounding area as well as building the business.

By the 4th of July I had a tremendous increase in total dollar volume and things were generally going well. This was when the State of Oregon Hiway Dept. took its toll.

In order to build the I 205 freeway the State had to remove Foster Road for a period of approx. 4 months. My volume of business was cut in half, well below the "break even" point.

It took months to even recover slightly from this blow, and I have not yet reached my volume just preceding the removal of the road.

8064 13

August 12, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension Request
S.E. 89th Ave.-S.E. 106th Ave. Section
Foster-Woodstock Couplet
FAP Nos. M-1073(3), I-205-7(27)307
Contract No. 8064

Cascade Construction requests a complete time extension of 13 days on this project because of early right-of-way delay, utility work (by Portland Traction), driveway and sidewalk changes, and alleged staking delays.

Some pertinent dates on this project are:

Bids Opened	August 29, 1974 (3 bidders)
Contract Sent	September 12
Work Started	September 13
Day Count Started	September 24 (300 calendar work-days allowed)
Start of Winter "no count"	December 1, 1974 (Job 21 percent done, time 22 percent used)
300 Days Expired	October 18, 1975 (Job 90 percent done)
Stop Work Order Effective	November 1, 1975 (All grading and paving complete, only landscaping left to do)

Work Resumed, Landscaping	May 19, 1976
Contract Completed	May 26, 1976

Added orders to the project amount to about $18,500, or 1.4 percent of the original contract amount. Price Agreement No. 2 (the largest) is in the amount of $12,059 (participating) for changes on Henry Street. Price Agreement No. 6 for some driveway change was approved very late in the project, about the time the contract time expired. Grading and paving were substantially completed by October 18 (when the time expired). Only some minor drainage and curb work and completion of the illumination remained. Traffic had full use of the project by November 1, 1975.

We ask your concurrence in the complete 13-day extension because of price agreement additions.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON #8064

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 9, 1976

FROM: John W. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: S.E. 89th Ave.-S.E. 106th Ave. Section
Foster-Woodstock Couplet
Contract No. 8064
Request for Time Extension

Cascade Construction requests a complete time extension of 13 days on this project because of early right of way delay, utility work (by Portland Traction), driveway and sidewalk changes (probably referring to Price Agreements 2 and 6) and alleged staking delays. The Resident Engineer has made a detailed two-page analysis of these reasons which is also attached.

There is some validity to the right of way delay. I note in the general files several letters prior to advertising the project concerning the problems of coordinating the location and design and right of way features for this project. This, however, is a poor reason to use now for granting time extension, as in an August 2, 1974 letter to FHWA, the availability of the right of way was certified. We cannot verify any staking delay and a subsequent report by Mr. Craft about the engineering costs on this project is also of interest in this respect. Vandalism to stakes was a problem, but it is virtually impossible to relate specific construction delay to it.

Some pertinent dates on this project are:

Bids opened	August 29, 1974, (3 bidders)
Contract sent	September 12
Work started	September 13
Day count start	September 24 (300 calendar workdays allowed)
Start of winter "no count"	December 1, 1974 Job 21 percent done, time 22 percent used
300 days expired	October 18, 1975 Job 90 percent done
Stop work order effective	November 1, 1975 All grading and paving complete, only landscaping left to do
Work resumed, landscaping	May 19, 1976
Contract completed	May 26, 1976

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Added orders to the project amount to about $18,500, or 1.4 percent of the original contract amount. P.A. 2 (the largest) is in the amount of

ok

$12,059 (participating) for changes on Henry Street. P.A. 6 for some driveway change was approved very late in the project about when the contract time expired. Actually no time was counted in 1976 when the landscape work was completed. Some advance notice was given on the date the stop work would be lifted and the work was completed in the interim. Grading and paving were substantially completed by October 18 (when the time expired). Some minor drainage and curb work and completion of the illumination remained. Traffic had full use of the project by November 1, 1975.

We recommend the complete 13 day extension because of price agreement additions and quantity changes. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

OE RE RME RCE FAE
TE RECEIVED RSM
UE JUL - 8 1976
SO REGION I RBI
ENV LOC

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 1, 1976

SUBJECT: 89th Ave. - 106th Ave.
Foster - Woodstock
Contract 8064

To: Mr. Edward L. Hardt
Region Engineer

Attn: Marion Craft

Enclosed is a request from Cascade Construction Co. for 13 additional calendar work-days needed to complete this project. In their letter they cite the following reasons that delayed the work:

1. Work by Portland Traction Co.
2. Changes requested by the City of Portland
3. Right-of-way delays
4. Insufficent staking in the early stages of the work

Right-of-Way delays - Just prior to the award of the contract Frank Bresnan transmitted to us his right-of-way file and indicated 15 parcels were still unsettled. Most of these were resolved, or were not in the work area, leaving 5 that conflicted with the Stage I work. Settlement with Western Block (48049) came early but there was some delay while they removed the stockpiled blocks. Sullivan (48032) and Tippie (48040) both at 97th and Woodstock caused some delay. The wood-working shop at 92nd and Woodstock (48028) was the last area for the contractor to gain access. The fifth conflict was Radke's property (48018). The actual conflict did not develop in this case and the contractor took possession in the early days of the work.

Work By Portland Traction Co. - This consists of moving the signal and extending the crossing to permit the widening of Foster Rd. Moving the signal started Feb. 6, '75 and was accomplished in one or two weeks. The Traction Co. had difficulty in getting the additional rail sections that permit paving between the tracks. These were not delivered and installed on the job until July 31, '75. As the contractor says this work was to be done in Stage I had to be done in Stage III.

Changes Requested by the City of Portland - The principal item in this group is the improvement of Henry St. This price agreement (No.2) was written June 2, '75 and the work was done in July and August, or during the busy summer season. A total of approximately seven days was required.

The second item is covered on price agreement No. 3 which replaced the AC bikeways with concrete and added a sidewalk to the 94th Ave. Cul-de-sac. The price agreement was written Sept. 9, '75 and the work involved several days at the end of the month.

The contractors letter refers to price agreement No. 6 which replaced Fischers driveway after the contract time had expired. This item did add work; however, it was entirely independant of the contract work and we do not think it should be considered.

Insufficent Staking - No specific dates are given and our records do not show any shutdowns. At the start of the work our crew was hard pressed and an additional crew (survey) was borrowed. After the initial survey work there were no problems and there was probably a good deal of time the crew was not working at full capacity. The engineering service is as much a part of the job as the work done by the prime and his subs. He tends to discount the time required for it and does not consider the lost time or expense when we are waiting for him. There were the usual or more than usual knocked out stakes and we cannot justify recommending any time on this basis.

This job was awarded Sept. 12, '74 with 300 calendar workdays which gives a completion date of Oct. 18, '75. The contractor moved on the job Sept. 13 and started removal Sept. 23. Numerous utility conflicts plus the several right-of-way problems limited his activity to the Freeway area shown on sheet 6. There is a great deal of drainage work in this area which was accomplished in the fall period. The job was shutdown Dec. 18 and the activity was limited until March 1 by the weather. From this time good activity completed the Woodstock Stage I area and opened it to tra- ffic on June 19. Work on Stages II and III was more erratic due to work on other jobs by the contractor. There were a number of days in August and September when his crew was two or three men. In October he resumed full activity and by the end of the contract time(Oct.18) all work except the landscaping was complete. The sod lawn planting period was extended to October 31 but due to wet soil conditions preparation of the planting bed was not possible. The job was shut down Nov 1 and there was little activity until May when the weather permitted resuming the sod lawn work. All work was completed in the ten day notification period and no additional workdays were charged.

With better planning or a little additional effort in August and September this project could have been completed within the contract time. The engineering charges have been excessive (100% overrun), but in our opin- ion are due to the type of job plus a surplus of people during the two winter periods. At the end of the contract time (Oct 18) we had a 50% overrun in engineering. Because of the various conflicts, scheduling work was a difficult task and Cascade never had a detailed schedule throughout the life of the contract. This resulted in a piecemeal construction of particularly Stage I and if it had been a more organized contractor we might be facing a claim for delays. Cascade has not indicated any pending claims. The people they had on the project were well qualified and we believe they did an excellent job for a complex piece of work.

An assessment of the total number of days delay for the three justified reasons is not possible. In our opinion it exceeds the 13 days and we recommend approval of the time extention as presented.

John D. Howard
Resident Engineer

JDH:tla

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8064 Contractor Cascade Construction Co. Inc.

Highway FAU 1073 (SE Foster Rd. & S.E. Woodstock Blvd.)

Section S.E. 89th Ave. - S.E. 106th Ave.

Kind of Work Grading Paving Signing and Landscaping

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 13 day time extension of contract time because of price agreement additions, (P.A. 2 and P.A. 6).

Contract No.	8064
Project designation (State-Federal)	M-1073(3) I-205-7(27)307
Date awarded	September 12, 1974
Work started	September 13, 1974
Per cent completed	100% 5-27-76 (Date)
No. of Workdays Allowed	300
No. of Workdays Used	313
No. of Added Workdays Requested	13

Recommended for Approval:

Division Engineer

for
Construction Engineer ~~or Bridge Engineer~~

Deputy State Highway Engineer

State Printing, 37000

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Date June 9, 1976

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 313 days, within which to complete our Contract No. 8064, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See Attached Letter)

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By C. E. Idlewine, President

CONSENT OF SURETY

Date June 9, 1976

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Berthile Harrop
BERTHILE HARROP Attorney-in-fact

(SEAL)

Donald E. Reger
DONALD E. REGER Resident Agent

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

June 9, 1976

gon State Highway Commission
alem, Oregon 97310

OSHD #8064, FOSTER-WOODSTOCK COUPLET

Gentlemen:

A brief narrative explanation follows explaining the thirteen-day excess of calendar days used on this project, since it is difficult to establish specific days and occurrences which caused the delay. This project was a joint effort of the OSHD and the City of Portland. Multnomah County and the Portland Traction Company had minor participation and involvement.

Work to be performed by the Portland Traction Company so we could complete Stage 1 was not completed until we were in the Stage III portion of the work.

The City of Portland, in order to prevent problems with various residents, requested several changes in the work affecting driveways and S. E. Henry Street. For instance, Price Agreement No. 6 entailing removal of a driveway, relocating signal conduit and junction box and pouring of a new 25-foot driveway, was initiated on 9/17/75 and approved on 10/23/75, which was five days after the limiting number of calendar days.

The taking of property for the right-of-way was the responsibility of the City. There were several incidental delays in the early portion of the project due to uncertainity whether some areas were acquired or not. We were informed on 9/16/75 that property near Station 2+00 on the "FW" Line had been acquired, but there was some confusion as to whether the building projecting onto the right-of-way had been acquired. Completion of the building demolition, grading, curb and sidewalk in the area was delayed until the situation was clarified on 10/16/75.

Equal Opportunity Employer

We understand that there was a problem for the OSHD surveyors furnishing construction staking for our forces, due to information or control furnished by the City. However, your Resident Engineer can speak to this more intelligently than we. We do know that we had difficulties obtaining sufficient staking during the early stages of the work.

We trust the above explanation is sufficient to enable you to grant us a thirteen-day extension of time for the project.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

C. E. Idlewine
President

CEI:cwr

cc: John Howard, RE
#4-99 Cor.

-8064

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 6, 1976

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by: ______________________
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
C. W. HEAD

bc: C. W. Head
R. Church
C. Barrett

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207508

DATE August 5, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of* Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposits

Assigned to Oregon State Highway Division

$150,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5%

Dated 8/5/76 Due 9/7/76

CUSIP

Interest at Maturity

Ctf. #00 259350 @ 150M; n/o Cascade Construction Co., Inc.

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division".

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2488 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract#8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8377, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

August 4, 1976

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures August 5, 1976 with a new purchase as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8377	5,000	20,000	15,000
8376	5,000	10,000	5,000
	120,000	150,000	30,000

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

FAU
Portland

RECEIVED
COUNTY & CITY SECTION
JUL 15 1976
☑ ENGR. ☐ COOR. ☐ OE ☒ AE ● UT
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 4

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM (REV.

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 City St. SE Foster Rd. (89th-106th) Portland 65		10,000	(66) 11,500 (70)	(71) 94 (72)	(74) 10 (75)	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	30 Gr.,Dr.,H.T. Pave.,Illum. & Sigs. 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 M- 23	7 0600

FOR MISCELLANEOUS FUNDS ONLY

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
4	Urban System		Multnomah		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	Portland	Urban System	U	0600	(32)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS
5														
1	(1)-(8)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)	
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	11	M-1073(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,408(City) 9,000(Co.) 114,408
										PROJECT TOTAL	0.665	1,049,126	820,310	228,816
5	7-14-75				PE ROW CONST		REQUESTED REVISION Stage 2	11	M-0600(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	(16) 1,049,126 (23)	(24) 820,310 (33)	105,403(City) 9,000(Co.) 114,408
										PROJECT TOTAL	0.665	1,049,126	820,310	228,816

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CARD	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond wi
urban system route.

DATE OF INITIAL APPROVAL:
May 23, 1974

OTHER:
August 7, 1974
September 27, 1974

PROGRAM REVISION REQUESTED
DATE July 14, 1975
SIGNATURE —
TITLE Project Management Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
☑ ENGR. ☐ COOR. ☐ OE ☒ AE ■ UP
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NO.

PROJECT LOCATION (45 typewriter spaces): City St. SE Foster Rd. (89th-106th) Portland

ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	10,000	11,500	94	10	Oregon	41	W36	11

PROPOSED WORK (35 spaces): . Pave.,Illum. & Sigs.

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER-AGR. NO. 0600(3)

I PROJECTS ONLY: POST MI. | DESIG.

FUNDS: Urban System

COUNTY NAME: Multnomah

CODE: 051

AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U

FEDERAL AID: 0600

STATE: City St.

U.S.: --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	11	M-1073(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,408(City) 9,000(Co.) 114,408	Gr.,dr.,4-12' lanes H.T. pave.,16' median,5'L & 8'R sidewalks, illum., traffic and R.R. signals; signing, striping, adj. of R.R. and utility facilities incl. preparatory work.
					PROJECT TOTAL	0.665	1,049,126	820,310	228,816	
PE ROW CONST		REQUESTED REVISION Stage 2	11	M-0600(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,403(City) 9,000(Co.) 114,408	Gr.,dr.,4-12' lanes H.T. pave.,16' median,5'L & 8'R sidewalks, illum., traffic and R.R. signals; signing, striping, adj. of R.R. and utility facilities incl. preparatory work.
					PROJECT TOTAL	0.665	1,049,126	820,310	228,816	

has been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

into two or more projects. Prepare a form PR-1 for all king from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

AL:
1974
1974
ber 27, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORMS ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48800-P61

FAU Portland

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2068; Approv
U.S. DEPAR

FORM PR
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (16) (20)	PROJECT LOCATION (45 typewriter spaces) 21 55: City St. SE Foster Rd. (89th-106th) Portland	ADT	10,000	FUTURE (66) (70): 23,000	YEAR (71) (72): 92	REGION (74) (75): 10	STATE NAME: Oregon	STA COD 4

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62: Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23: M-	NUMBER-AGR. NO. 7: 0600(1)

CARD 4	CLASS OF FEDERAL FUNDS [1]: Urban System			COUNTY NAME: Multnomah	
	NAME OF URBAN AREA 17-31: Portland	F.A. SYSTEM: Urban System	RTE NO.: U	FEDERAL AID: 0600	STATE (32): City St.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CL PRO
5															
1	(11)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	2	M-1073(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Prelimina all phas
										PROJECT TOTAL	0.7	110,000	69,900	40,100	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	2	M-0600(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000 (16) (23)	69,900 (24) (33)	20,050(City) 20,050	Prelimina all phas
										PROJECT TOTAL	0.7	110,000	69,900	40,100	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the p
urban system route.

DATE OF INITIAL APPROVAL:
September 11, 1972

OTHER:
September 22, 1972
September 21, 1973
January 4, 1974
January 22, 1974
October 29, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
City St. SE Foster Rd. (89th-106th) Portland		10,000	23,000	92	10	Oregon	41	W36	2

OSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
ry Engineering								M-	0600(1)		

NES	Urban System	COUNTY NAME	Multnomah	CODE 051

Portland	F.A. SYSTEM Urban System	RTE NO. U	FEDERAL AID 0600	STATE City St.	U.S. --

RK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
W NST		ITEM AS NOW PRO-GRAMED Stage 2	2	M-1073(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Preliminary engineering all phases.
					PROJECT TOTAL	0.7	110,000	69,900	40,100	
NST		RE-QUESTED REVISION Stage 2	2	M-0600(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Preliminary engineering all phases.
been submitted Yes ☐ CODE 11		PROJECT WITHDRAWN YES ☐ CODE 2			PROJECT TOTAL	0.7	110,000	69,900	40,100	

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

two or more projects. Prepare a form PR-1 for all from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1, 1972	DATE July 14, 1975	DATE	DATE
2 1972	SIGNATURE	SIGNATURE	SIGNATURE
1, 1973			
1974			
1974	Project Management Engineer	TITLE	TITLE
1974			

one class of project to another, or covers joint financing, show both classes of funds involved.

ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 46060-P61

FAU Portland

Budget Bureau No. 41-R2088

FORM PR-2 (REV. 4-61)

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.:

DATE SUBMITTED TO W.O.:

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St. SE Foster Rd. (89th-106th) Portland	ADT	10,000	FUTURE 23,000	YEAR 94	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) Right-of-way Acquisition	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M-	NUMBER-AGR. 0600(2)

CARD 4	CLASS OF FEDERAL FUNDS [1] Urban System	NAME OF URBAN AREA Portland	F.A. SYSTEM Urban System	COUNTY NAME Multnomah	RTE NO. U FEDERAL AID 0600	STATE City

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(11-13)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	5	M-1073(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW incl tion demo
										PROJECT TOTAL	0.69	385,211	301,042	84,169	
5					PE ROW CONST		REQUESTED REVISION Stage 2	5	M-0600(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211 (16) (23)	301,042 (24) (33)	34,931(City) 7,154(Co.) 42,084	ROW incl tion demo
										PROJECT TOTAL	0.69	385,211	301,042	84,169	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11
PROJECT WITHDRAWN YES ☐ CODE 2
1 COLUMN 14 ⟶

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with urban system route.

DATE OF INITIAL APPROVAL: January 18, 1974

OTHER: February 19, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APP
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
JUL 15 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ROJECT LOCATION (45 typewriter spaces) ity St. SE Foster Rd. (89th-106th) Portland	ADT	10,000	FUTURE 23,000	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE W36	ITEM NO. 5

D WORK (35 spaces) quisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S) M-	NUMBER-AGR. NO. 0600(2)	POST MI. MI.	DESIG.	

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

Urban System

COUNTY NAME: Multnomah — CODE 051

Portland

F.A. SYSTEM: Urban System

RTE NO.: U — FEDERAL AID: 0600 — STATE: City St. — U.S.: --

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PRO-GRAMED Stage 2	5	M-1073(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acquisition all phases incl. incidentals, relocation assistance and bldg. demolition.
				PROJECT TOTAL	0.69	385,211	301,042	84,169	
	RE-QUESTED REVISION Stage 2	5	M-0600(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acquisition all phases incl. incidentals, relocation assistance and bldg. demolition.
				PROJECT TOTAL	0.69	385,211	301,042	84,169	

submitted Yes ☐ CODE 11 — PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

To change the project number and federal-aid route number to correspond with the present approved urban system route.

r more projects. Prepare a form PR-1 for all
n such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE July 14, 1975	DATE	DATE
9, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

tion of project to another, or covers joint financing, show both classes of funds involved.
OBSOLETE AFTER 7-1-61

USCOMM-DC 46968-P61

8064

x 13

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

CUSTOMER COPY

UNITED ST[illegible]S NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207243**

DATE July 6, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/6/76 Due 8/5/76 Interest At Maturity Cert #00 251132 @ 120M; n/o Cascade Construction Company, Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

Ellen Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for pay-ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-8499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 0 8 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 which matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

✓ cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

Form 81-734-3040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

7-1-76

					(	const			)		
			P.E.	R/W						Total	
M-0005 (1)			11,728 -	—	2-4-76 44,568 -	4-9-76 -5,084 -	5-24-76 18,866 -			70,078 -	
M-0005 (1)			(-1) 6-23-76 3,957 - 5-5-76 19,500 -	—	5-5-76 715,347 -	6-23-76 -116,802 -				622,001 -	770,639
M-0017 (1)			-1- 6-23-76 3,919 - 5-5-76 3,900 -	—	5-5-76 162,952 -	6-23-76 -22,132 -				148,638 -	
M-0385 (1)			12,510 - 4-9-76 12,638 - 2-4-76 3,000 -	—	2-4-76 1,003,362 -	4-9-76 -283,749 -				747,761 -	
M-0944 (2)			1 - 82 - 17,960 -	—	10-29-75 619,237 -	1-5-76 -174,930 -	2-13-76 470 -			462,760 -	
M-0640 (2)			3,596 - 5-12-76 12,537 - 9-3-75 10,920 -	—	9-3-75 658,682 -	11-15-75 -96,610 -	3-25-76 1,168 -	5-12-76 117 -		590,410 -	5-12-76 +164,689 - PL-94-30
M-0990 (1)			-6,230 - 4-9-76 12,480 -	—	10-29-75 286,775 -	2-4-76 121,724 -	4-9-76 -9,874 -			404,875 -	

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

6-30-76

TABULATION SHEET

SHEET .... OF .... SHEETS

Portland (Urbanized area outside city)

			Fed funds allocated	Programmed	Balance	obligated
		1974	1,856,254 -		1,856,254 -	
		1975	1,898,820 -		3,755,074 -	
		1976	1,875,292 -		5,630,366 -	
M-0510(1)	Johnson Cr. Blvd @ Bell Ave. S.C.	10-21-75	—	+ 3,130- 7-15-75 3,900 -	5,626,466 -	[illegible] 2-26-76 + 3,130- 7-15-75 3,900 -
M-0005(1)	Tualatin Valley Hwy - E. City L. (Hillsboro)	4-10-75		756,600 -	4,869,868 -	6-23-76 ✓ 622,001 - P.A.
M-0017(1)	" " " - S. City L. (Hillsboro)	4-10-75		159,900 -	4,709,966 -	6-28-76 ✓ 148,638 - P.A.
-0395(1)	S.E. Lake Rd. - 82nd Dr.	4-16-75		198,000 -	4,511,966 -	4-9-76 ✓ 747,761 - PA
-0195(1)	S.E. King Rd. - S.E. Harmony Rd.	4-16-75		32,760 -	4,479,206 -	213,359 - 6-3-76 [illegible] 1,092 -
-0005(1)	I Clack. Co. Traffic Sig. Engr.	4-16-75		226,200 -	4,253,006 -	70,078 ~~[illegible]~~ -
M-0610(1)	S.E. 92nd Ave - [illegible] Ave.	5-14-75		~~502,320~~ -	+164,689 - 100%	✓ 590,410 5-18-76
M-0000(1)	S.E. Quadrant Powell & 92nd (Bus Garage)	6-2-75		1,731,900 -		6-25-75 1,731,900 -
~~[illegible](1)~~	~~Oswego Cr. Bridge Sec.~~	5-25-75	~~Bridge Replacement money~~	~~263,400 -~~		~~6-26-75~~
M-0000(2)	Portland Urban Area (Bus Purchase)	6-2-75		234,500 -		6-25-75 234,500 -
M-0944(2)	Borthwick Ave - Union Ave. P.E. G-P	7-31-75		~~187,000 -~~		462,760 15% ~~462,290~~ - PA.
M-0150(1)	SPRR Xing @ S.W. McEwan Rd.	9-3-75		~~40,500~~		4-6-76 40,500 -
M-0050(1)	S.W. Main Ave - S.W. Alice Lane (Beaverton) P.E. R/W G-P-Sig.			198,900 -		11-26-75 3,900 -
M-[illegible]710(1)	S.E. 96th Ave @ Wash. St. (signal)			11,230 -		12-2-75 11,259 -
M-0175(2)	S.W. Madrona St. - Sundeen Rd. (Lake Oswego) P.E.			33,150 -		1-21-76 30,100 -
M-0315(1)	10th St. @ Main St. (Oregon City) P.E. Sig			34,350 -	4-15-76	1,500 -
						2,941,660 -

I MAY 24-76 $18,866 F.O

Form 81-734-3000

OREGON STATE HIGHWAY
DIVISION

6-30-76

TABULATION SHEET
SHEET .... OF .... SHEETS

Portland (City Limits)

				Fed funds Allocated	Programmed	Balance	Obligated
			Urbanized Area. 1972	607,099-		607,099-	
			1973	607,099-		1,214,198-	
M-0600(1)	S.E. 89th Ave. - S.E. 106th	P.E.	9-11-72	—	69,900-	1,144,298-	69,900-
* M-0265(1)	S.W. Stephenson St. - S.W. Lower Boones Fy.	P.E.	4-3-72	—	+19,500 · 7-15-75 37,700-	1,106,598-	+19,500 7-15-75 36,590-
M-0600(2)	S.E. 89th Ave. - S.E. 106th	R/W	1-18-74	—	301,042-	805,556-	301,042-
M-5335(28)	Carpool Demonstration Proj.	P.E.	1-21-74	—	266,475-	539081-	+81,000 · 5-20-76 266,475-
			1974	1,924,049-	—	2,463,130-	
			1975	1,968,170-	—	4,431,300-	
M-0929(1)	Kittridge Ave - 26th Ave.	P.E.	7-18-74	—	50,790-	4,380,510-	7-18-74 42,950-
M-0600(3)	S.E. 89th - S.E. 106th Ave.	Const	8-7-74	—	820,310-	3,560,200-	792,010-
M-0064(1)	N.E. 70th Ave - N.E. 80th Ave	P.E.	8-20-74	—	+10,950 - 8-29-75 11,700-	3,548,500-	6-3-76 39,000-
M-0750(1)	E. Burnside @ Sandy & 12th	P.E.	12-11-74	—	159,697-	3,388,803-	12-11-74 159,697-
M-0800(1)	E. Fremont Br. Conn. to Union Ave.	P.E.	2-20-75	—	286,500-	3,102,303-	2-20-75 286,500-
			1976	1,943,784-	—	5,046,087-	
M-0640(1)	S.E. 47th & S.E. 69 Ave	P.E. & Sigs.	4-8-75		23,400-		12-3-75 P.A. 19,559-
M-0470(1)	Hawthorne Bridge.	P.E. & Const			-	4-9-76	✓ 404,875- P.A.
M-[illegible](23)	N.W. 2nd Ave - N.W. Park St.	P.E. & Const			33,618	4-20-76 6-30-75	+11,684.28 31,726-
M-[illegible](1)	N. Oswego Ave. - N. Burr Ave.	P.E.	6-16-75		54,600		6-25-75 46,800-
Fed transfer to FAU.				1-28-75 (419,000-)			
M-0944(3)	W.C.L. (Portland) - N. Oswego Ave.	P.E.			82,800-		2-18-76 75,000-
M-0944(4)	N. Oswego Ave - N. Burr Ave.	C-P-Sig-Illum			664,600-	5-25-76	551,174-
M-0036(1)	S.W. Vermont St @ S.W. 30th Ave (Portland)	P.E. Sig. Channel.			51,500-	6-1-76	4,600- ✓
M-0285(1)	S.W. Terwilliger Blvd @ S.W. Sam Jackson Rd	P.E. Sig.			22,600-	6-1-76	2,300-
M-0620(1)	S.E. 17th Ave. - S.E. 28th Ave.	P.E.			93,820-		
						6-30-76	3,242,412.23

8

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

[illegible] FUNDS = 1,214,198
FY 1972 & 1973

ORDER OF OBLIGATIONS OF FA URBAN SYSTEM FUNDS (FY 1972 & 1973)

PORTLAND URBAN AREA
DEC. 23, 1975

HWA OBLIGATIONS

ORIGINAL DATE	PROJECT			LATEST TOT. FED. $
9-11-72	M-0600(1)	P.E.	89th-100th SE. F/W Cplt.	69,906 ✓
4-3-73	M-0265(1)	P.E.	Stephenson-Lower Boones, Kerr Rd	56,070 ✓
1-18-74	M-0600(2)	R/W	84th-106th Sec. F/W Cplt.	301,042 ✓
1-21-74	M-5025(28)	P.E.	Carpool Proj.	347,475 ~~266,475~~
7-16-74	M-0729(1)	P.E.	Kittridge - 84th, Front Ave.	42,980 ✓
(*) 8-7-74	M-0600(3)	Const.	84th-106th SE., F/W Cplt.	792,010 ✓

(*) $~~[illegible]~~

$		%
396,711	Funded from FY 1973 Urban System Funds	50.1 ~~60.3~~ %
395,299 ~~[illegible]~~	" " FY 1974 " " "	49.9 ~~39.7~~ %
TOT. 792,010		100.0 %

3/30/76 ok for obligations - [illegible]

6/30/76 ok for obligations as revised [illegible]

8064 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 4, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8303 & 8332

We confirm receipt of your safekeeping receipt 206918, covering certificate 250871, $270,000. This replaces matured certificate 249788, $270,000.

We confirm approval of changes in allocation of this certificate as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	-
8127	193,000	193,000	-
8136	20,000	-	($20,000)
8303	10,000	22,000	12,000
8332	17,000	25,000	8,000
	$ 270,000	$ 270,000	-

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

NOTED
C. W. HEAD

cc: Cascade Construction Co.

bc: C.W. Head ✓ R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8064
Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 1, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project M-1073(2)
Foster - Woodstock Couplet 8064
Mault, File No. 48014

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

Assistant Right of Way Engineer John Oakes' letter, dated 9-16-75, indicated the State was placing, in a non-participating status, a legal settlement made by the City of Portland in the amount of $8,010 because of failure to comply with all the requirements for Federal participation.

We have reviewed this file as well as a number of other cases on the subject project involving legal settlements or court awards. The documentation for the settlement in excess of reviewed appraisal on the subject file primarily involves avoidance of court costs and likelihood of an unfavorable verdict. Federal funds will participate in the settlement due to the small amount involved and the additional documentation submitted by the city.

In reviewing other legal settlements or court actions handled by the city we found weak documentation or data not included in the files concerning the following matters:

1. Weak justification for legal settlements with primary emphasis on avoidance of trial costs and likelihood of an unfavorable verdict. Paragraph 3B of attachment 1 of Federal-aid Highway Program Manual, Volume 7, Chapter 2, Section 4 indicates that while such matters may be considered, they do not suffice as sole justification for settlement.

2. No final written offer to the property owner based upon the final review appraisal.

3. State files generally void of any material from the time the cases are turned over to the city for condemnation action until they are settled or tried.

RECEIVED
JUN 4 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X		X	

4. Concerning the condemnation case involving the Radke property (48018) the documentation indicates that the trial court decided that Gulf Oil Company sales did not meet the requirements of open market transactions. Based upon the data provided in the "Report of Trial" the courts decision does not seem unreasonable in view of the fact that Gulf Oil was going out of business in Oregon. While this does not necessarily invalidate a sale, we believe consideration could be given to this factor before approving the review appraisal and if necessary additional sales could have been secured.

In the event that the City of Portland undertakes future Right of Way projects involving Federal-aid, we recommend early liaison between the State and city to go over the necessary documentation required so as to avoid any withholding of Federal funds.

G. L. Green

cc
OSHD J. B. Boyd — TAA - 6-4-76
OSHD J. Oakes
OSHD F. Lowe
OSHD J. Sollis
OSHD M. Mead

8064

13

FORM C-1 (REV 10-60)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION S.E. 89th Ave. - S.E. 106th Ave.	WEEK ENDING: 5-29-76	SECTION PREFIX 626-1021
HIGHWAY S.E. Foster Road - S.E. Woodstock Blvd.	COUNTY Multnomah	
NAME OF JOB S.E. Foster Rd.-Woodstock Blvd. Couplet	KIND OF WORK Grading, Paving, Signing and Landscape	
CONTRACTOR Cascade Construction Company	CONTRACT NUMBER 8064	FEDERAL AID PROJECT NUMBER I-205-7(27)307
DATE OF CONTRACT 9-12-74	DATE WORK STARTED 9-13-74	ESTIMATED COMPLETION DATE 11-18-75
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 313
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 104
PROJECT AUTHORIZATION: $ 1,565,199.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 1,453,896.30	ENGINEERING AUTHORIZATION $ 111,303.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,403,167.31	ENGINEERING COST TO DATE $ 226,871	DATE PROJECT WAS COMPLETED: 5-26-76
ESTIMATED PERCENT: UNDERRUN 3.5 %	PERCENT OF AUTHORIZATION 203 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.84	.84			.84
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,700 cy	11,600 Tons			37,400 Tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Hand roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Scattered	0		See May 17,'76 letter regarding extension
MONDAY 24	Ocast Hvy Rain	0		"
TUESDAY 25	Calm Clear	0		"
WEDNESDAY 26	" "	0		the job was completed on this day.
THURSDAY 27	O'cast Rain	0		
FRIDAY 28	Overcast	0		
SATURDAY 29				

RECEIVED
JUN 1 1976
CONSTRUCTION SECTION

Kessey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No activity
24 MONDAY	Landscaping: Grading soil for placement of sod. Also the fertiliser for the trees was distributed. 10,000 sq ft of sod was delivered and laid.
25 TUESDAY	Landscaping: Continue to lay sod; some had to be picked up and the grade corrected and then relaid.
26 WEDNESDAY	Landscaping: Continue to lay sod. Tested the irrigation system and found a few spots where the pipe was damaged and need repair.
27 THURSDAY	Landscaping: Contractor laid all the soil that could be laid except for a few wet spots. Repaired the breaks in the sprinkling system.
28 FRIDAY	Finished laying the few areas where the soil was too wet. Finished the plant fertilization and rechecked the irrigation system. All work except establishment period is complete,
SATURDAY	

REMARKS

Herbert R King

SIGNED Herbert R. King LOCATION Portland
for John D. Howard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8064

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co.
bc: C.W. Head J. Bond R. Church C. Barrett

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206683

DATE April 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-020
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 4/30/76 Due 6/1/76 Interest at Maturity Ctf. # 00249708 @ 270M; a/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	SZ CUSIP

Bailey

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2400 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Andersou, Safekeeping

Gentlenen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

NOTED
V. E. SKOOG

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

8064

FORM 81-7.14-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 4, 1976
Salem, OR 97310

FILE: ROW 18-4

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Office Engineer

TO: G. L. Green
Division Administrator

Federal Highway Administration

SUBJECT: Lents Substation
SE 89th Ave.-SE 106th Ave. Sec.
SE Foster Rd & SE Woodstock Blvd.
Multnomah County
File No. 48050
Project No. M-0600(2)
Your Ref. 1041RW.1

Reference is made to your memorandum of April 30, 1976, which requested additional information regarding the embankment, surfacing and relocation of chain link fence at the westerly end of the Lents Substation on the subject project.

The substation is located in a triangle bounded by S.E. Foster Rd., S.E. 102nd Ave. and Portland Traction Co. right of way (see attached sketch). The land area for the substation is therefore limited. Our fee taking from PGE was approximately 8200 square feet. Approximately 2200 square feet of this fee taking was contained within the fence boundaries of the substation itself.

Early in the negotiations with PGE the State was advised that the loss of the substation area was very critical and that some provision would have to be made, if possible, for the restoration of this lost useable substation area. The negotiations resulted in the State agreeing to place sufficient embankment along the westerly end of the substation to provide for relocating the west fence 10 feet further west. This fence relocation would provide approximately 2300 square feet of substation area and replace that lost along the northerly side.

My letter of April 4, 1974 set forth an offer of $10,750 for the fee taking (land only) of Parcels 1 & 2 and the easements contained in Parcels 3 & 4. In addition, the letter set forth the State's obligations for the relocation and/or adjustment of the substation improvements required to accommodate the State's proposed improvement of S.E. Foster Road. A portion of this relocation work was accomplished by the State's contractor and a portion by PGE which is set forth in the letter. It was later decided to include the installation of the new westerly fencing in the work to be accomplished by the State's contractor.

An estimate and sketch for that portion of the work to be accomplished by PGE was transmitted by their letter of June 13, 1975. The estimate and sketch was approved by the State and transmitted to Mr. G. L. Green on July 23, 1975. Your memorandum of July 28, 1975 approved this relocation work.

Full payment was made to Portland General Electric Co. in the amount of $10,750 for their deed to Parcels 1 & 2 and the slope easement contained in Parcel 3 on December 4, 1975. A final billing for the relocation work performed by PGE has not been received to date.

NOTED
R. L. SCHROE

RECEIVED
MAY 5 1976
Office of
Assistant State Highway Engineer

All correspondence referred to above and other pertinent information is attached for your convenience. Please advise if further information or assistance is required in this matter.

JMC:jk
Attach.

cc: F. B. Klaboe
R. L. Schroeder
J. B. Boyd
Frank Lowe
File 48050

8064 B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1976

In reply refer to: 1041RW.1

SUBJECT: Oregon Project M-0600(2)
S.E. 89th - S.E. 106th (Foster - Woodstock)
Settlement - File NO. 48050, P.G.E.

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Adjustment of the facilities at this substation included fill and surfacing of an area at the west end of the site and construction of a chain link fence. In addition the company was to be reimbursed for removing the replaced fence.

✓ None of the work was performed within the project boundaries. Please advise us of the need for the adjustment and its cost.

G Matthews for
G. L. Green

cc
OSHD J. Boyd — TAA 5-5-76
OSHD F. Lowe

RECEIVED
STATE HWY ENGR
MAY 3 '76
REFER TO Schroeder
FOR

Info	Imms	R/D	D/R	Sign	Act	File
			✓			

NOTED
R. L. SCHROEDER

RECEIVED
MAY 4 1976
Office of
Assistant State Highway Engineer

#9064
Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 22, 1976

In reply refer to: 1041RW.1

SUBJECT: Oregon Project M-0600(2)
S.E. 89th - S.E. 106th (Foster - Woodstock Couplet)
Appraisal fees - File No. 48049, Western Block

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

In reviewing the appraisals and the appraisal contracting procedures concerning this file, it was noted 3 appraisals have been secured. Two of them were obtained by the State, one by Staff Appraiser Davis and the other by Fee Appraiser Rodwick. The file documents that proper procedures were followed in retaining Mr. Rodwick.

Negotiations were unsuccessful and the case was turned over to the City of Portland for condemnation proceedings. Subsequent to that date Fee Appraiser Webb submitted an appraisal. It is assumed he was retained by the city.

✓ The file is void of any material to indicate that an appraisal fee was estimated; that a fee proposal was submitted by Mr. Webb; or, that an appraisal contract was entered into. The above are required by the Federal-aid Highway Program Manual, Volume 7, Chapter 3, Section 5, paragraph 5f and paragraph 6. Because of this failure to follow appraisal contracting procedures Mr. Webb's fee should be placed in a non-participating status.

✓ In addition to subject file several others were turned over to the city for condemnation. The city may also have retained fee appraisers on some or all of these. Please have your appraisal unit review these files to determine if proper procedures were followed and, if not, such fees should also be coded non-participating.

In the event proper documentation concerning employment of fee appraisers can be provided we will reexamine our decision.

for G. L. Green

cc
OSHD J. Boyd - TAA 4-28-76
OSHD F. Lowe
OSHD M. Mead

NOTED
R. L. SCHROEDER

RECEIVED
APR 27 1976
Office of
Assistant State Highway Engineer

cy Rulien
4-27-76

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

8064

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8136 and 8180

We received your safekeeping receipt No. 206416, covering TCD #4 213338, $270,000. This replaces TCD Nos. 4 213726, $250,000 and 4 210622, $50,000, which matured March 31, 1976. The above transactions affect deposits in lieu of retainage on our contracts with Cascade Construction as follows:

Contract	Prior Deposit	Current Deposit	Net Decrease
8064	$ 68,000	$ 40,000	($28,000)
8127	193,000	193,000	---
8136	20,000	20,000	---
8180	15,000	15,000	---
Unallocated	4,000	2,000	(2,000)
TOTAL	$300,000	$270,000	($30,000)

Copies of the safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.

JP/jm
Enc.

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206416**

DATE 3/31/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$ 270,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 3/31/76 Due 4/30/76 Interest At Maturity Cert # 4 213388 @ 270M; N/O Cascade Construction Co., Inc. "Fundsto be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

D. Johnson

NOT NEGOTIABLE

15-2409 4/73 ENV. 51-380 HEAD OFFICE PORTLAND

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 30, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

Attention: Janice Peterson

Gentlemen:

This is to confirm our telephone conversation regarding the renewal of time CD's currently pledged to your department. As of March 31, 1976, I have instructed the U.S. National Bank to purchase for Cascade's account a Time CD in the amount of $270,000.00 to mature April 30, 1976 which is to be held in safekeeping for your account. The allocation of the $270,000.00 is as follows:

Contract	Amount
8127	$193,000
8064	40,000
8136	20,000
8180	15,000
Unallocated	2,000
Total	270,000

RECEIVED
APR 02 1976
CONTRACT ACCOUNTING

I am hopeful that the retainage on all of the contracts can be substantially reduced by the April 30th maturity date.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: U.S. National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: Ella Anderson

RECEIVED
APR 1 1976
HIGHWAY ACCOUNTING

Equal Opportunity Employer

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 31, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206416 covering $270,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $193,000.00 on Contract #8127, $40,000.00 on Contract #8064, $20,000.00 on Contract #8136, $15,000.00 on Contract #8180, $2,000.00 is unallocated.

This C/D partially renews Safekeeping Receipt #205631 in amount of $250,000.00 and Safekeeping Receipt #206145 in amount of $50,000.00 which matured on 3/31/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Department

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

8064

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1976

U. S. National Bank Of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co., Inc.
Contract 8064

The retainage requirements on contract 8064 with Cascade Construction Co., Inc. have been reduced to $40,000. Therefore, when Cascade's two certificates come up for renewal on March 31, 1976, only $40,000 need be applied to contract 8064.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Construction Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

8064

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,000. This replaces TCD 4 213552, $100,000 which has matured. The $50,000 TCD above, combined with TCD 4 21376, $250,000, which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C. J. Bond
R. Church
C. W. Mead
C. Barrett
File Copy

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-8421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

RECEIVED
MAR 02 1976
ACCOUNTING

The amount pledged is supported as follows:

(1)	Receipt No. 205631 dated 12-30-75	$250,000
(2)	Receipt to be issued 3-1-76	50,000
	Total required	$300,000

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

RECEIVED
MAR 2
ACCOUNTING

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: E. F. Koch, Safekeeping Officer

CONTROL COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 2Q6145

DATE March 1, 1976

For The Acct. of Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$50,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 3/1/76 Due 3/31/76 Interest at Maturity CUSIP Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

71

RECEIVED
2
ACCOUNTING

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean VanScoy
Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED
3

8064

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

U.S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts 8064, 8084, 8127, 8136, 8180

We received your safekeeping receipt No. 205907, covering TCD #4 213552, $100,000. This replaces TCD 4 210621, $100,000, which has matured.

There is no change in the amount deposited in lieu of retainage for Cascade Construction Company contracts.

Safekeeping receipt No. 205630 for the matured certificate is enclosed.

Vernon E. Skoog, Controller

by:
Janice Peterson
Contract Payments Executive

JP:njc

cc: Cascade Construction

bc: C. W. Mead
J. Bond
R. Church
C. Barrett

Form 81-734-3122

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

January 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205907 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division.

This C/D renews Safekeeping Receipt #205630 in the amount of $100,000.00 which matured 1/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc.

cc: Cascade Construction Company

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205907

DATE 1/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 1/30/76 Due 3/1/76 Interest At Maturity Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

D. Johnson

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

#8064

5

1859

5

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

Contract	Current Amount	Matured Amount	Increase (Decrease)
8127	$188,000.00	$193,000.00	($ 5,000.00)
8064	68,000.00	66,666.67	1,333.33
8084	5,000.00	58,333.33	(53,333.33)
8136	43,000.00	41,000.00	2,000.00
8180	15,000.00	15,000.00	--
8201	15,209.47	16,000.00	(790.53)
unallocated	15,790.53	--	15,790.53

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Pay[illegible] Executive

Enclosure
cc: Cascade Constr. Co.

[illegible]

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205630

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 177-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 1/30/76 Interest at Maturity Ctf. No. 4 210621 @ 100M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.25% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

CUSTOMER COPY

8

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205631

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 3/31/76 Interest at Maturity Ctf. No. 4 210622 @ 250M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.625%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 ENV. 31-370 HEAD OFFICE PORTLAND

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                                    TOT        P1                  8[illegible]
                                 ** JOB TOTALS **                  82.24 **                82.60 **                82.60 **
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11-75

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-SE 106TH                   CONT NO            FA PROJ NOS M   173001  98                                  M   173001  02 STATE
                              326    1984      296       00 M 9                                 62.05CR       97,670.00CR
                              326    1984      298       00 M 9                                 62.05         97,670.0[illegible]
                              326    1984      901       00 P 1                                693.00         38,665.80
                              326    1984      901       00 P 8                                 18.25            781.09
                              326    1984      901       00 M 1                                                   12.98
                              326    1984      901       00 M 8                                                     .19
                              326    1984      901       01 P 1                              6,792.12          6,792.12
                              326    1984      901       01 P 8                                130.61            130.61
                              326    1984      905       00 P 1                 83.10          330.50         25,715.73
                              326    1984      905       00 P 8                  1.70            5.81            523.76
                              326    1984      905       00 M 1                                                  19.75CR
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 DATE JOB COST SUMMARY                                                                   OCTOBER 1974          PAGE  969

                                                                                            FISCAL             GRAND TOTAL
TION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   SR   CURRENT MONTH         YEAR TO DATE            TO DATE
                              326    1984      905       00 M 8                                                [illegible]CR
                              326    1984      906       00 P 1                                929.93          1,0[illegible]
                              326    1984      906       00 P 8                                  7.08             38.07
                              326    1984      906       00 M 1                  2.16           69.39           [illegible]
                              326    1984      906       00 M 8                   .04            1.40           [illegible]
                              326    1984      907       00 P 1                                                 8[illegible]
                              326    1984      907       00 P 8                                                  [illegible]
                              326    1984      907       00 M 1                                                  [illegible]
                              326    1984      907       00 M 8                                                  [illegible]
                              326    1984      909       00 P 1                                 30.09          7,[illegible]
                              326    1984      909       00 P 8                                                1[illegible]
                              326    1984      909       00 M 1                                                1[illegible]
                              326    1984      909       00 M 8                                                  [illegible]
                              326    1984      910       00 P 1                                 41.90           4[illegible]
                              326    1984      910       00 P 8                                   .86            [illegible]
                              326    1984      911       00 P 1                                                9[illegible]
                              326    1984      911       00 P 8                                                 18.[illegible]
                              326    1984      911       00 M 1                                                  [illegible]CR
                              326    1984      912       00 P 1                                              1,716.[illegible]
                              326    1984      912       00 P 8                                                 28.[illegible]
                              326    1984      912       00 M 1                                                  [illegible]CR
                              326    1984      913       00 P 1                                              1,017.[illegible]
                              326    1984      913       00 P 8                                                 11.33
                              326    1984      913       00 M 1                                                  9.89
                              326    1984      913       00 M 8                                                   .19
                              326    1984      914       00 P 1                                192.20            291.12
                              326    1984      914       00 P 8                                  3.11             [illegible]
                              326    1984      914       00 M 1                                                  2.97CR
                              326    1984      914       00 M 8                                                   .05CR
                              326    1984      920       00 P 1                                 66.50            199.17
                              326    1984      920       00 P 8                                  1.36              3.09
                              326    1984      920       00 M 1                                                  1.63CR
                              326    1984      920       00 M 8                                                   .03CR
                              326    1984      921       00 P 1                  1.72        1,762.73          3,223.38
                              326    1984      921       00 P 8                   .03           35.97             65.79
                              326    1984      921       00 M 1                                                  4.08CR
                              326    1984      921       00 M 8                                                   .07CR
                              326    1984      923       00 P 1                                 19.70            109.68
                              326    1984      923       00 P 8                                   .30              2.24
                              326    1984      923       00 M 1                                                   .32CR
                              326    1984      950       00 P 1                                                 96.66
                              326    1984      950       00 P 8                                                  1.97
                              326    1984      980       00 P 1                                                215.[illegible]
                              326    1984      980       00 P 8                                                  3.90
                                               TOT          P1                  84.82       10,535.50         88,299.60
                                               TOT          P8                   1.73          213.17          1,773.61
                                               TOT          M1                   2.16           69.44            225.73
                                               TOT          M8                    .04            1.91              4.86
                                            ** JOB TOTALS **                    88.75 **    10,819.92 **      90,303.80 **
```

NOV. 75 = 90,513.91

8064

15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 3, 1975

In reply refer to: 1041RW.1

SUBJECT: Oregon Project M-0600(2)
S.E. 89th Ave. - S.E. 106th Ave.
(Foster - Woodstock)
Legal Settlement, File 48014, Snow - Meienberg
(Mr. John R. Oakes, September 16, memorandum)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This is one of several files which the city of Portland has or has had under condemnation.

Mr. Oakes requested that we examine the file to determine what portion of the settlement might be coded "participating". A preliminary examination of the file discloses some shortcomings which may require further clarification.

Earlier this year we examined two other files which the city had under condemnation and in both instances, some doubtful procedures were disclosed.

Because of these findings, we intend to review several other files which were handled by the city. We will defer an answer to Mr. Oakes' memorandum until the review is complete.

G L Green
G. L. Green

cc
OSHD (Boyd)
OSHD (Mitchell)
OSHD (Sollis)
file M-0600(2)
FHWA (Quesnel)

RECEIVED
NOV 5 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

cy Rulien

NOTED
R. L. SCHROEDER

8064

BC: ~~C. W. Head~~
J. Bond
C. Barrett
R. Church

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

Contract	Current Deposit	Matured Securities	Net Increase
8064	$66,666.67	$66,666.67	---
8084	58,333.33	58,333.33	---
8127	84,000.00	45,000.00	$39,000.00
8136	10,000.00	10,000.00	---
8180	15,000.00	15,000.00	---
8201	16,000.00	16,000.00	---
Total	$250,000.00	$211,000.00	$39,000.00

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl

cc: Cascade Const. Co.

Form 81-734-3122

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

Contract #8127	$ 84,000.00
Contract #8064	66,666.67
Contract #8084	58,333.33
Contract #8136	10,000.00
Contract #8180	15,000.00
Contract #8201	16,000.00
	$250,000.00

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

RECEIVED
SEP 30 1975
WAY ACCOUNTING

CUSTOMER COPY

(24) 1L

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

Copy

RECEIPT NO. 204859

DATE 9/29/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Dept

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 6.75% Dated 9/29/75 Due 12/30/75 CUSIP Interest at maturity Cert #A 199166 @ 250M; n/o Cascade Construction Company, Inc.

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8064

806

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 16, 1975

RECEIVED
STATE HWY ENGR
SEP 16 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes
Assistant R/W Engineer

SUBJECT: File 48014 - Mault
S.E. 89th Ave.-S.E. 106th Ave.
Foster-Woodstock Couplet
Multnomah County
Project M-1073(2)

This is another of the files settled by the city attorney. The settlement is within reason and has been approved by Mr. Sollis and Mr. Boyd. However, some of the prescribed steps for placing the file under condemnation either were not done or were not documented.

We have now documented all but the matter of a legal letter of offer prior to condemnation. Mr. Ireland, the city attorney, has stated in a memo to his supervisor, dated July 8, 1975: "Pursuant to State statute, and more than 20 days prior to the scheduled trial date, I offered Mr. Goodwin the sum of $8,010 in settlement of this case." There is no record of a letter making this offer on our file.

We are sending this file through for payment coded 'nonparticipating'; however, we would appreciate it if you would examine the file and determine what part of this payment can be coded 'participating.

JRO:ha
Att.
cc F. B. Klaboe
R. L. Schroeder
L. W. Rulien
W. H. Haskin
M. R. Mitchell

NOTED
MARIE STEPHENS

Form 81-734-3122

#8064

RECEIVED
STATE HWY ENGR
AUG 19 '75
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Hunter

OREGON STATE HIGHWAY DIVISION

August 15, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 15, 1975

RANDY WILLIAMS
C & P Food Store
101st & Foster Road
Portland, Oregon

NOTED
E. S. HUNTER

Subject: Construction Activities at the Foster-Woodstock Couplet

Forwarded to me were your inquiries, directed to Senator Hatfield's and the Governor's offices, concerning disruptions of traffic into your parking lot as a result of our construction activity.

Within the last several days, resident engineer John Howard, or his assistant, Herb King, has been in to see you to explain reasons for the disruptions.

I don't know if you were involved in this project during the planning and design phase (several of the residents and businessmen in this area were), but for your information here is some background on this project. This is a cooperative project between the Federal Highway Administration (FHWA), the State Highway Division, the city of Portland, and Multnomah County. The city did the field location, the design work, conducted the public hearings, and the State Highway Division let the contract and is supervising the construction.

Due to the heavy traffic in this area, and the fact that we are changing the traffic pattern to a couplet operation (one-way westbound on Foster and one-way eastbound on Woodstock), it was necessary to schedule the construction in three phases. The third and last phase, which we are in now, will effect you the most. The work going on presently, the excavation, the rock and cement treated base placement, will cause the most inconvenience, and hopefully, will be done within a couple of weeks. There will be various types of work going on until the expected completion of the job in November, but the traffic disruptions to your particular parking lot should be greatly reduced. The contractor has been informed to do all he can to reduce this inconvenience and disruption.

cy BK 8/19

This has been a very difficult project for everyone concerned. It was a project that, due to the very heavy traffic, could not be built in one construction season, and since it was begun late last summer, resulted in a very busy schedule for the contractor in summer and fall. When it is completed it should provide considerable relief to the traffic congestion that has existed in this area for several years, and should be a benefit to businesses such as yours.

We are planning on putting out a one page informational flyer very soon, explaining some of the project, when it will be finished, etc. The flyer will be distributed to people and businesses in the area. Hopefully, we can use your store as one of the places where they can be left for people to pick up.

If you have any questions, please don't hesitate to call me at 238-8226, or the resident engineer John Howard, at 229-5996.

Marion Craft
MARION CRAFT
Metro Construction Engineer

pq

cc Ed Hunter
John Oakes

8064

18

FORM 81-344-8030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
August 8, 1975

FILE:

NOTED
H. S. COULTER

FROM: Marion Craft
MARION CRAFT
Metro Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Damage Complaint by Property Owner
89th - 106th Ave. Section
Contract No. 8064

tracer in leg 3-2 Hunzeker

John Howard contacted Clyde Hunzeker on this matter on August 7, 1975, and also talked to Cascade Construction Company. John said he made it clear to both Mr. Hunzeker and Cascade Construction that the responsibility in this case belonged to the contractor. John also said the charges weren't nearly as serious as might be imagined from reading the letters, and that he was sure there would be no trouble.

According to John Howard, there were short periods of time when access to the front of the store was blocked, such as when the sidewalk and street in front were torn out, but that the contractor did furnish an alternate access through an alley in the back. Also, the plastic was put up to protect doors and windows during placing of the CTB, which took place when the store was closed and the owner on vacation.

mb

cc: ~~H. S. Coulter~~
Jack Sollis

RECEIVED
AUG 11 1975
Office of
Assistant State Highway Engineer

8-11-75
cy Keasey

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
Assistant State Highway Engineer-Operations

DATE: August 4, 1975

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Damage Complaint by property owner
Freeway Off-Ramp 92nd and Foster

Attached please find two letters, one addressed to Cascade Construction Company and the other one addressed to me relating to damages to a private property owner because of some conduct on the part of the contractor.

I would appreciate your forwarding this to the proper Regional Engineer and then to the Resident Engineer to have this matter handled through them and have the contractor contact Mr. Bullock immediately. If it turns out that this is not a Highway Division job I would appreciate somebody notifying Mr. Bullock and advise him that this is not a Highway Division job.

From the type of damage that has been done to the private property owner it would appear that the contractor is liable and this matter should be handled with all haste possible.

JLS:ch;hg
Enclosures

8-5-75
Rothman – cy Keasey –
Investigate & TAA cy HSC
8-11-75

RECEIVED
AUG 5 1975
Office of
Assistant State Highway Engineer

ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXXXXX
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

August 4, 1975

Mr. Gary Bullock
Attorney at Law
300 Standard Plaza
Portland, OR 97204

Re: Complaint on behalf of Clyde's Custom Floors

Dear Gary

In reply to your letter of July 31, 1975, please be advised that I have referred this matter through channels to our regional office to determine if this is a Highway Division job and if it is to contact the contractor immediately and have him contact you. I have also asked that if this is a Highway Division job that our Resident Engineer contact you also.

If you have not been contacted within a week from receipt of this letter please let me know.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - Scott Coulter

GARY M. BULLOCK
ATTORNEY AT LAW
300 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 228-6277

NOTED
JACK L. SOLLIS

RECEIVED
AUG 1 1975
LEGAL

July 31, 1975

Mr. Jack L. Sollis
Assistant Attorney General
100 State Office Building
Salem, Oregon

Dear Jack:

It is my understanding that the job on 92nd and Foster is as a result of the freeway off-ramp. Certainly the actions taken by the contractor are completely improper. I wish to put you and the State Highway Commission on notice that I intend to bring an action for negligence unless this matter, in the enclosed letter, is resolved immediately.

I cannot tell you what the exact damages are at this time because I do not know how long my client's access will be blocked, how long his phone will be disconnected, or how long the construction company will have plastic all over the front of his building.

It would have been somewhat more courteous to at least contact him prior to this.

If, in fact, this work is not under a highway contract, would you please advise me.

Best regards,

Gary M. Bullock /bmh
Gary M. Bullock

GMB:bmh

cc: Mr. Clyde Hunzeker

Enclosure

GARY M. BULLOCK
ATTORNEY AT LAW
300 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-6277

July 31, 1975

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Re: Clyde's Custom Floors

Gentlemen:

I represent Clyde's Custom Floors whose business establishment is located at 9213 S.E. Foster Road, Portland, Oregon.

On or about July 28, 1975, you tore up the sidewalk in front of my client's premises, put plastic on the windows and doors, and completely blocked any access of customers to the store. None of this was done with my client's permission.

I would suggest you contact my client immediately in an attempt to resolve some type of settlement for the damages he is suffering. At the present time, due to your negligence, the phone has even been cut and there is no phone service.

Unless this matter is resolved within ten (10) days, it is my intention to file an action at law against your company.

Best regards,

Gary M. Bullock

GMB:bmh

cc: Mr. Clyde Hunzeker
Mr. Jack Sollis ✓

8064

ROW 18-4 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 8, 1975

Mr. Robert E. Sullivan
Portland General Electric
621 S.W. Alder Street
Portland, OR 97205

Lents Substation Property
S.E. 89th Ave.-S.E. 106th Ave. Sec.
S.E. Foster Rd. & S.E. Woodstock Blvd.
Multnomah County
File: 48050

Dear Sir:

Here are two Bargain and Sale Deeds for a portion of Portland General Electric Electric's Lents Substation property Required for the reconstruction of the subject Section of S.E. Foster Road. One Bargain and Sale Deed is for property to be conveyed to Multnomah County and the other for property to be conveyed to the City of Portland. A sketch showing the areas to be conveyed to the County and City is attached to each Bargain and Sale Deed.

Also attached for your execution are two Vouchers covering the consideration to Portland General Electric for the property to be conveyed to the County and City. These vouchers should be executed by the same official executing the Bargain and Sale Deeds.

Upon receipt of the fully executed Bargain and Sale Deeds and Vouchers, the Vouchers will be forwarded to our Finance Section for processing of payment to Portland General Electric Co.

If further information or assistance is required, please contact this office.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jk
Enc.

bc: R. L. Schroeder
~~J. B. Boyd~~
R. N. Bothman - Metro
L. C. Grothaus
Jack Hesla
File 48050

RECEIVED
AUG 11 1975

Form 81-734-3123

#8064 7-28-75 B

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0600(3)

STATE PROJECT NO. SE 89th Ave-SE 106th Ave.

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. M-11

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE H'WY ENGR
JUL 30 '75
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE July 28, 1975

FEDERAL ROUTE NUMBER Urban System Route /0600 (Formerly 1073)

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: You are now authorized to proceed with actual adjustments for Portland General Electric Company's Lents Substation effective July 28, 1975. Reimbursement on an actual cost basis estimated to be $5,751.19 - federal funds $4,497.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated May 23, 1974 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the FHPM. We approve the agreement with the Portland General Electric Company consisting of your Utilities & Railroad Engineer's letter, the PGE's June 13, 1975 letter and the plans and estimate furnished by Mr. Cartwright's July 23, 1975 letter.
Mr. Jack Hesla's Affidavit of the Portland General Electric Company's property rights is acknowledged.

7-30-75
ORIGINAL TO
L. W. Rulien

DATE 7-28-75

SIGNATURE OF APPROVING OFFICIAL C R Burghardt fa

TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8064

R

FORM 81-734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
July 17, 1975

FILE:

NOTED
F. B. KLABOE

FROM: Marion Craft
MARION CRAFT
Metro Construction Engineer

TO: FRED KLABOE
Administrator & State Hwy. Engr.

SUBJECT: SE 89th Ave. - SE 106th Ave.
SE Foster & SE Woodstock Rd.
Multnomah County
Contract: 8064

NOTED
E. S. HUNTER

On Monday, July 14, Mr. Fisher, who has the Lents Pharmacy in the area of this project, called to express his dissatisfaction with the progress of the job. He was particularly upset about the curb and sidewalk in front of his store being torn out for so long. I told him I would check with the resident engineer and the contractor to see what the work schedule was and to do what was necessary to get the work finished in front of his store. I told him I would get back to him with the information.

Tuesday afternoon, July 15, I went out to the site to talk to Mr. Fisher. In the meantime, however, he had called Carrol Measey and Stafford Hansel, asking them to investigate the matter.

The following series of events concerning the contractor's activities along Foster Road should explain the unusual length of time the south half of Foster Road, along with the curb and sidewalk, has been torn up and closed to traffic.

On Thursday, June 19, Woodstock Road was opened to traffic and excavation began on the south half of Foster Road, beginning on the east end of the project and heading west. This completed phase I and started phase II of the project, as shown on sheet 2M of the plans. The excavation continued on Friday, June 20, up to 92nd Avenue, past Mr. Fisher's pharmacy. No work was done on Saturday, June 21, or Sunday, June 22.

On Monday, June 23, it started raining; after about half a day the contractor was shut down due to the wet, muddy subgrade. On Tueaday he attempted to work again, but only worked about half a day due to the wet conditions. He was prevented from doing any excavation or sidewalk work the rest of that week and the following week, due to occasional rain and cloudy weather. He did what pipe work and illumination pole base work he could.

Resident Engineer Howard said that by Thursday, July 3, the subgrade was probably dry enough for the contractor to work, but due to the three-day holiday weekend coming up, he didn't want to start up for just one day.

On Monday, July 7, the contractor started wokk on the subgrade, the curb, and the sidewalk, working from the east end of the project towards the west. He worked in this manner all week. The curb and sidewalk subcontractor worked Saturday, July 12, in order to keep ahead of the grading operations and to keep the sidewalk work going.

The curb and sidewalk in front of Mr. Fisher's drug store was formed on Wednesday, July 16; is being poured today, Thursday; and will be stripped tomorrow, with the contractor planning to place CTB up to 92nd Avenue by Friday night.

On July 7, and in consideration of the fact that the south half of Foster had been torn up for about two weeks, Resident Engineer John Howard had suggested to the contractor that he start his sidewalk work at 92nd Avenue and work eastward. This soon proved impractical when the sidewalk crew discovered a second vault in the sidewalk just adjacent to the one shown on the plans. The newly discovered vault had been covered over with concrete, and will require some kind of stay-in-place forms to complete. John Howard's office has been working on this during the week and both vaults, the curb, and the sidewalk whould be completed by Friday night, July 18.

In a nutshell, the contractor's original intentions were to excavate the curb, sidewalk, and the south half of Foster Road up to 92nd Ave., do the work, and get out within the time of June 19-27. Unfortunately, just when the entire area was opened up, it rained, soaked the subgrade, and he lost almost exactly two weeks due to wet and overcast weather.

I hope this provides you with the information you need. If you need more, please let me know.

RECEIVED
STATE HWY ENGR
JUL 18'75
REFER TO
ESH
FOR
Info Inves R/D D/R Sign Act File

mb

Attachment

cc: C. T. Keasey

R

#8064

7-14-[illegible]5

Budget Bureau No. 41-R2068;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2		City St. SE Foster Rd. (89th-106th) Portland		10,000	11,500	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. N
3	Gr.,Dr.,H.T. Pave.,Illum. & Sigs.								M-	0600(3)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS [1]: Urban System

COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U

FEDERAL AID: 0600

STATE: City S

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(14-15)	16	41	42	43-46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	11	M-1073(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,408(City) 9,000(Co.) 114,408	Gr.,dr. pave.,l sidewal and R. stripin utility prepara
										PROJECT TOTAL	0.665	1,049,126	820,310	228,816	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	11	M-0600(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126 (16) (23)	820,310 (24) (32)	105,408(City) 9,000(Co.) 114,408	Gr.,dr. pave.,l sidewal and R. stripi utility prepara
										PROJECT TOTAL	0.665	1,049,126	820,310	228,816	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ——→ CODE 11 — CODE 2

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with th urban system route.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: May 23, 1974

OTHER:
August 7, 1974
September 27, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
City St. SE Foster Rd. (89th-106th) Portland		10,000	11,500	94	10	Oregon	41	W36	11

OSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
Pave., Illum. & Sigs.								M-	0600(3)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

FUNDS	COUNTY NAME	CODE
Urban System	Multnomah	051

EA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Portland	Urban System	U	0600	City St.	--

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	11	M-1073(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,408(City) 9,000(Co.) 114,408	Gr., dr., 4-12' lanes H.T. pave., 16' median, 5'L & 8'R sidewalks, illum., traffic and R.R. signals; signing, striping, adj. of R.R. and utility facilities incl. preparatory work.
					PROJECT TOTAL	0.665	1,049,126	820,310	228,816	
E OW CONST		REQUESTED REVISION Stage 2	11	M-0600(3)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.665	1,049,126	820,310	105,408(City) 9,000(Co.) 114,408	Gr., dr., 4-12' lanes H.T. pave., 16' median, 5'L & 8'R sidewalks, illum., traffic and R.R. signals; signing, striping, adj. of R.R. and utility facilities incl. preparatory work.
					PROJECT TOTAL	0.665	1,049,126	820,310	228,816	

has been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

into two or more projects. Prepare a form PR-1 for all ing from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE July 14, 1975	DATE	DATE
7, 1974 per 27, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

one class of project to another, or covers joint financing, show both classes of funds involved.

ORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48888-P61

#8064 7-14-75 R

Budget Bureau No. 41-R2068; App

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2
REPORT NUMBER:
PROJECT LOCATION (45 typewriter spaces): City St. SE Foster Rd. (89th-106th) Portland
ADT: 10,000
FUTURE: 23,000
YEAR: 92
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 spaces): Preliminary Engineering
NAT'L. FOREST:
FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. / SUPV AGCY / DA CLASSIF. / DA AREA / EMERG. YR. / PL AUTH YR
PROJECT NUMBER: PREFIX LETTER(S): M- NUMBER-AGR. NO.: 0600(1)

CARD 4
CLASS OF FEDERAL FUNDS [1]: Urban System
COUNTY NAME: Multnomah
NAME OF URBAN AREA: Portland
F.A. SYSTEM: Urban System
RTE NO.: U
FEDERAL AID: 0600
STATE: City St.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(11-15)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	2	M-1073(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Prelimi all pha
										PROJECT TOTAL	0.7	110,000	69,900	40,100	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	2	M-0600(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Prelimi all pha
										PROJECT TOTAL	0.7	110,000	69,900	40,100	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To change the project number and federal-aid route number to correspond with the urban system route.

DATE OF INITIAL APPROVAL: September 11, 1972

OTHER: September 22, 1972
September 21, 1973
January 4, 1974
January 22, 1974
October 29, 1974

PROGRAM REVISION REQUESTED
DATE: July 14, 1975
SIGNATURE:
Project Management Engineer

RECOMMENDED
DATE:
SIGNATURE:
TITLE:

APPROVE
DATE:
SIGNATURE:
TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ION NO.

E.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	City St. SE Foster Rd. (89th-106th) Portland		10,000	23,000	92	10	Oregon	41	W36	2

F PROPOSED WORK (35 spaces)	NATL. FOREST	FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
liminary Engineering								M-	0600(1)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I. PROJECTS ONLY

ERAL FUNDS [1]: Urban System

COUNTY NAME: Multnomah

CODE: 051

N AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U

FEDERAL AID: 0600

STATE: City St.

U.S.: --

WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
	PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	2	M-1073(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Preliminary engineering all phases.
						PROJECT TOTAL	0.7	110,000	69,900	40,100	
	PE ROW CONST		REQUESTED REVISION Stage 2	2	M-0600(1)	City St. SE Foster Rd. from SE 89th Ave. to approx. SE 106th Ave. in Portland	0.7	110,000	69,900	20,050(City) 20,050	Preliminary engineering all phases.
						PROJECT TOTAL	0.7	110,000	69,900	40,100	

PR-9 has been submitted 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

ting into two or more projects. Prepare a form PR-1 for all resulting from such action.

PROVAL:
mber 11, 1972
mber 22, 1972
mber 21, 1973
ry 4, 1974
ry 22, 1974
er 29, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

ansfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 46963-P61

#8064

7-14-75

R

Budget Bureau No. 41-R2068; Appr

U.S. DEP

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	ADT		FUTURE	YEAR	REGION	STATE NAME
2		City St. SE Foster Rd. (89th-106th) Portland		10,000	23,000	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Right-of-way Acquisition								M-	0600(2)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS [1]: Urban System

COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U

FEDERAL AID: 0600

STATE: City St.

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	5	M-1073(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acqu incl. in tion ass demoliti
										PROJECT TOTAL	0.69	385,211	301,042	84,169	
5					PE ROW CONST		REQUESTED REVISION Stage 2	5	M-0600(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acqu incl. in tion ass demoliti
										PROJECT TOTAL	0.69	385,211	301,042	84,169	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

CARD 1: COLUMN 10 ——→ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To change the project number and federal-aid route number to correspond with the urban system route.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: January 18, 1974

OTHER: February 19, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 14, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

...NO.:
...O.:

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
City St. SE Foster Rd. (89th-106th) Portland		10,000	23,000	94	10	Oregon	41	W36	5

PROPOSED WORK (35 spaces)	NATL. FOREST	FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
...ay Acquisition								M-	0600(2)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

...AL FUNDS [1]: Urban System

COUNTY NAME: Multnomah — CODE: 051

...AREA: Portland

F.A. SYSTEM: Urban System

RTE NO.: U — FEDERAL AID: 0600 — STATE: City St. — U.S.: --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	5	M-1073(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acquisition all phases incl. incidentals, relocation assistance and bldg. demolition.
					PROJECT TOTAL	0.69	385,211	301,042	84,169	
PE ROW CONST		REQUESTED REVISION Stage 2	5	M-0600(2)	City St. SE Foster Rd. from SE 89th Ave. to SE 106th Ave. in Portland	0.69	385,211	301,042	34,931(City) 7,154(Co.) 42,084	ROW acquisition all phases incl. incidentals, relocation assistance and bldg. demolition.
					PROJECT TOTAL	0.69	385,211	301,042	84,169	

...-9 has been submitted ...ays. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

...ing into two or more projects. Prepare a form PR-1 for all ...ulting from such action.

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

...OVAL:
...uary 18, 1974
...ruary 19, 1974

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE	July 14, 1975		
SIGNATURE			
TITLE	Project Management Engineer		

...der from one class of project to another, or covers joint financing, show both classes of funds involved.

...HIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40980-P61

8064

R

STATE OF OREG

HIGHWAY DIVISION

INTERO CE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: July 3, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8064

TCD No. 4 190442, in the amount of $66,666.67, has been deposited in lieu of retainage on contract 8064. (USNB Safekeeping Receipt 204091).

This replaces USNB Receipt 202170, for a Certificate of Deposit which has matured. The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

CUSTOMER COPY

#4

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

Copy

RECEIPT NO. 204091

DATE 6/30/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☒ Remit

For The Account of •
Cascade Construction Co., Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Dom Exch.

$125,000.00

USNB of Oregon Nonnegotiable Time C/D 5.875%

Dated 6/30/75 Due 9/29/75

CUSIP

Interest At Maturity

Cert #4 190442 @ 125M; N/O Cascade construction Co., Inc.

D. Johnson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 4/74 [illegible] HEAD OFFICE PORTLAND

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

July 1, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen:

Enclosed find a photo copy of our Safekeeping Receipt #204091 and #204095 on which is indicated the assignment to the Oregon State Highway Division.

The $125,000.00 C/D represents contract #8064 and #8084 for Cascade Construction Company. The $30,000.00 C/D represents contract #8127 and #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
May 29, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer
Wayne Schulte
By: WAYNE SCHULTE
Metro Staff Assistant

TO: DONALD HARWELL
County-City Engineer

SUBJECT: Foster - Woodstock Couplet
Contract: 8064 "FAUS"
Multnomah County Billing

Attached is a billing from Multnomah County for the cost of preparing a P.U.C. permit application. This permit was necessary to allow alterations to the railroad facilities on subject project.

I recently discussed the billing with M. W. Whitfield, Project Engineer, Multnomah County. I told him I did not feel we could pay for these costs under the classification "Preliminary Engineering" as listed on their invoice. We agreed that since the County was obligated to file the P.U.C. application and State was to reimburse them for actual railroad alteration costs, payment might be covered under the category "Railroad Alterations." ✓

I would appreciate if you would interpret the applicable County-State agreement and determine if above County costs are eligible for reimbursement. ✓

6/3/75
MAX: IF these costs WERE associated with the R.R. alterations, it would be appropriate to reimburse them for their services. I would suggest that they re-submit their billing as R.R. alteration expenses.

mb

Attachments

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☑ RPE ☐

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DENNIS BUCHANAN
ALICE CORBETT
MEL GORDON
DAN MOSEE

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214
ENGINEERING SERVICES SECTION

May 8, 1975

Edward L. Hardt, Regional Engineer
Oregon State Highway Division
Region I
P. O. Box 02157
Portland, Oregon 97202

RE: Foster Woodstock Couplet
FAUS 1073

Dear Sir:

We are submitting for payment our engineering charges for expenses incurred from the beginning of the project to date.

Please direct request for additional information to M. W. Whitfield, Project Manager, Department of Environmental Services, Multnomah County, 2115 SE Morrison Street, Portland, Oregon 97214, phone 248-3639.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

M.W. Whitfield
M. W. WHITFIELD
Project Engineer

☐ ☐ ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
MAY 14 1975
☐ ☐ ☐ ☐ FILE ☐ T/A

MWW/js
Encls.

Form No. 94

INVOICE MAY 7 1975

Multnomah County, Oregon

PUBLIC WORKS DIVISION

2115 S.E. Morrison
Portland, Oregon 97214
248-3591

ORIGINAL

OREGON STATE HIGHWAY DIVISION

To reimburse the Multnomah County ROAD FUND for preliminary engineering expenses incurred on FAUS project #1073 during the period from the beginning of the project to the current time.	$1,079.00

(See computer print-out attached.)

TOTAL DUE.	$1,079.00

REQUEST FOR PAYMENT

MAKE CHECKS PAYABLE TO:
Multnomah County Treasury Division

RETURN ALL PAYMENTS TO:
Public Works Division
Multnomah county
2115 S.E. Morrison St.
Portland, Oregon 97214

F. A. S. ROAD CONSTRUCTION
LAST-ACTIVITY: JULY 1974

PROJECT NUMBER: F0039
PROJECT NAME: FOSTER ROAD
ESTIMATED COST: $0
FED / STATE COST: $0
MULTNOMAH CTY COST: $0

ESTIMATED DATE OF DESIGN COMPLETION: 00-00-00
ESTIMATED DATE OF CONSTRUCTION COMPLETION: 00-00-00
ESTIMATED % CURRENTLY COMPLETE: 0%

	ESTIMATED CHARGES	CHARGES THIS MONTH	TOTAL TO DATE	% OF EST
PRELIMINARY PLANNING				
HEARINGS & PUBLIC RELATN	$0	$0	$366	0%
TOTAL	$0	$0	$366	0%
RIGHT OF WAY				
DESCRIPTION	$0	$0	$9	0%
TOTAL	$0	$0	$9	0%
IGN ENGINEERING				
DRAFTING	$0	$0	$264	0%
TOTAL	$0	$0	$264	0%
CONSTRUCTION ENGINEERING				
FIELD SURVEY	$0	$0	$149	0%
TOTAL	$0	$0	$149	0%
OTHER	$0	$0	$11	0%
ADMINISTRATIVE	$0	$0	$280	0%
GRAND TOTAL	$0	$0	$1079	0%

8064

K

8375
1233

April 10, 1975

Mr. T. K. Huston
1001 Kane Lane, General Delivery
Las Vegas, Nevada 89114

Dear Mr. Huston:

Subject: File 40012
SE 89th-SE 106th Section
Foster Road-Woodstock Boulevard

I have been requested by Governor Straub to review your complaints as they are related to our acquisition of property on Foster Road.

My research indicates that you are represented by an attorney in a pending condemnation action for the property involved and that your communications relating to this lawsuit should be through your representative, Mr. McKee. Compensation of your property must be settled through normal legal channels. If you are no longer being represented by Mr. McKee, please send a letter indicating this to our Relocation Agent listed below.

You are also entitled to certain relocation benefits which have been partially paid for your moving costs and your dislocation allowance. There are additional benefits that you can review by contacting Louis C. Grothaus, 5821 N. E. Glisan, Portland, Oregon, 97213, (Phone 238-8215). If your decision is to remain in the Las Vegas area, your relocation benefits can be exercised there as well as in Portland, Oregon.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Robert W. Straub

bc: John W. Osburn, City of Portland Attorney
bcc: A. E. Johnson
R. L. Schroeder
J. B. Boyd
JBB:rkousmbC. Grothaus

T K Huston
1001 [illegible]
Las Vegas, Nevada
8/1/74

RECEIVED
APR 3 1975
Office of
Assistant State Highway Engineer

Mr Governor,

First of all I did not refer to the remainder portion of property as stated in the letter from Oregon State Hiway Division. Because what you call remainder portion is a postage stamp which I can not build on - can not borrow on - or grow grass - I have no seed. You also tore down the buildings on the so called remainder portion.

Per usual the letter from the State Hiway Division is as we - forgot - talk - to - someone - else - letter.

If you think Mr. McKee is still the attorney of records ask him. He does not seem to care that I have been sleeping in my car since the middle of 74, also. Its about time we made the laws for the people Mr Governor.

T K Huston

RECEIVED
STATE HWY ENGR
APR 2 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓			✓	

RECEIVED
APR 1 1975
OFFICE
DIRECTOR of TRANSPORTATION

#8064

R

For Mr. Baldwin's Signature

March 26, 1975

Janet Gallagher
Governor's Office
State Capitol
Salem, OR 97310

1166-5

Dear Janet:

Attached is a copy of a letter from our Metropolitan Right of Way Supervisor to Mr. T. K. Huston whose note to the Governor concerned his property in Portland.

It is unfortunate that the letter from Mr. Huston to the Metro Right of Way Office (postmarked January 17, 1975) was filed without being answered. Our records show that the Metro Office made at least seven attempts to reach Mr. Huston's attorney (Robert McKee) and at least three attempts to contact Mr. Huston between April and June 1974.

Att.

RLS:ab/ms dpy

bc: A. E. Johnson
R. L. Schroeder
J. B. Boyd
R. N. Bothman

MR

3-26-75
in to
Baldwin

1859

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN RIGHT OF WAY OFFICE
PHONE: 238-8215

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 20, 1975

Mr. T. K. Huston
1001 Keno Lane General Delivery
Las Vegas, Nevada

File No. 48012
Foster Rd.-Woodstock Blvd.
Multnomah County

Dear Mr. Huston:

I apologize for the delay in answering your inquiry. Your letter was inadvertently filed when received without being answered.

The portion of your property needed for the Foster-Woodstock Couplet has been filed on (Case #402-006) by the City of Portland to acquire it by the right of Eminent Domain.

This office cannot advise you regarding the remainder portion of your property and how it could be traded for a trailer park in Las Vegas.

I would suggest you discuss the matter of your property with your Attorney, Robert McKee.

Very truly yours,

LOUIS C. GROTHAUS
Metro Right of Way
Supervisor

LCG:jb

cc R. L. Schroeder ✓
J. B. Boyd
R. N. Bothman
Robert McKee

RECEIVED
[illegible]

R/W File No. 48012

Joanne:

This house has been demolished as per discussion with John Howard's office.

Wayne Schult

2-21-75

RECEIVED
[illegible] 1 9 1975
Office of [illegible] Engineer

T K Huston
1001 Kins L. G D
Las Vegas Nevada

U.S. POSTAL SERVICE, NV 89114
PM
17 JAN
1975

13c USAirmail

Jeanne Gibson
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Sir

I have moved to Las Vegas
Would it be possible to trade interest in* property for trailer Park here in Las Vegas ?

T K Huston
1001 Kens Ln General Del
Las Vegas, Nevada

PS. *10001 SE Foster Rd.

RECEIVED
JAN 20 1975
METRO R/W DEPT.

File # 48012
Huston
S.E. Foster-Woodstock

April 16, 1974 -	1. Attempted to reach attorney McKee by phone 1. Stopped by at Huston's (10001 S.E. Foster)-he was not there, so all relocation offers, claim forms, etc were sent by certified mail.
April 17, 1974	2. Attempted to contact McKee - phoned Sent copies of all relocation material to McKee
May 21, 1974	3 Attempted to contact McKee phone
May 22, 1974	4 Attempted to reach McKee two or three times phone
May 28, 1974	5 Attempted to reach McKee phone
May 30, 1974	2. Drove out to talk with Huston - he was not there, so sent a letter offering assistance, and reminded him to be out by July 15, 1974 (Copy to McKee)
June 13, 1974	6 Attempted to contact McKee phone
June 14, 1974	3. Attempted to contact Huston at his residence. personal contact
June 17, 1974	7 Attempted to reach McKee - left message, but he never returned call (he was in the office when I phoned, according to the secretary)

At least seven attempts to reach McKee

at least three attempts to contact Huston.

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
JOHN W. OSBURN
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

August 1, 1974

RECEIVED
AUG 5 1974
METRO R/W DEPT.

Louis C. Grothaus
Metro Right of Way Supervisor
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

In Re: Your File No. 48012 Circuit Ct. Case No. 402006
City of Portland v. Terrance K. Huston et al

Dear Mr. Grothaus:

Mr. Robert L. McKee, attorney for Terrance K. Huston, called me on Wednesday, July 31, 1974, to say that Mr. Huston has moved off the property which is involved in this condemnation case.

I told Mr. McKee that the people from your office had been trying to get in touch with Mr. Huston to explain the relocation benefits available to him. I hope he will get in touch with your people to discuss this.

Very truly yours,

THOMAS R. WILLIAMS,
Senior Deputy City Attorney

TRW:rl
CC: R.L. McKee

☐ ME ☐ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
AUG 5 - 1974
☐ [illegible] ☐ TE ☐ UE ☐ FILE ☐ [illegible]

file

OREGON STATE
HIGHWAY DIVISION
Metro Right of Way Section
5821 NE Glisan Street
Portland, Oregon
Phone: 238-8215

June 26, 1974

Mr. Terrance Huston
10001 S.E. Foster Road
Portland, Oregon

File No. 48012
Foster - Woodstock
SE 89 - SE 106th Ave.
M - 1073 (2)

Dear Mr. Huston:

I want to emphasize again the remarks by Mrs. Jeanne Gibson in her letter to you dated May 30, 1974. Time is essential as you must vacate your property by July 15, 1974. If we are to be of assistance to you we must have your cooperation. We again extend our services to you and stand ready to supply you with information about available replacement properties. One thing you might consider is the use of a small business loan which may be arranged with the Small Business Administration.

We have attempted on many occasions to contact you at your place of business but have been unable to find you. Please contact Mrs. Gibson by phoning 238-8215 or come to our office at 5821 NE Glisan Street.

Very truly yours,

GENE ST. CLAIR
Metro Relocation Officer

GSC:sc

cc J.B. Boyd
Robert McKee, Attorney
Jeanne Gibson

48012

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
JOHN W. OSBURN
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

April 15, 1974

Mr. Louis C. Grothaus
Metro Right of Way Supervisor
5821 N. E. Glisan Street
Portland, Oregon 97213

Re: Portland v. Litchford etal
Portland v. Osborne et al
Portland v. Radke et al
Portland v. Poole et al
Portland v. Rilance et al

Dear Lou:

I enlcose herewith copies of the above cited condemnation cases which were filed today.

Yours very truly,

Bob

ROBERT C. IRELAN
Deputy City Attorney

RCI/fg
Encls

RECEIVED
APR 16 1974
METRO R/W DEPT

Governor of Oregon

I have not recieved one responce to the letters that I have written to the State Highway Division or Cilisons about the property you have stolen at 10001 SE Foster Rd. Portland.

T K Huston
1001 Kerns Lane Rd.
Los Vegas Nevada 89114

Con. 16
I-205
Bush-Foster

JUN 11 1973

Mr. Terrance K. Huston
10001 S. E. Foster Road
Portland, Oregon 97266

Dear Mr. Huston:

Thank you for your recent letter concerning your property on S. E. Foster Road.

Enclosed are two brochures which give the general outline of our relocation benefits and our methods of negotiation.

The State Highway Division will be the responsible agency for purchasing property after the hearing to be held June 15. Prior to the present time, the City of Portland did purchase several properties; but, in order to comply with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, no further property can be purchased until after this hearing is held and approval to purchase further property is received.

The acquisition will be under the supervision of Mr. Louis Grothaus, District Right of Way Supervisor, at 5821 N. E. Glisan Street, Portland. After the June 15 hearing, if you would contact Mr. Grothaus, he could answer any questions you may have.

Sincerely,

George M. Baldwin
Administrator of Highways

Enclosures

cc J. B. Boyd
Louis Grothaus
R. N. Bothman
JBB:ls fn

4 June 1993

Terrance Kay Huston
10001 SE Foster Rd
Portland, Oregon 97266

— Foster - Woodstock Couplet —

Dear Sir,

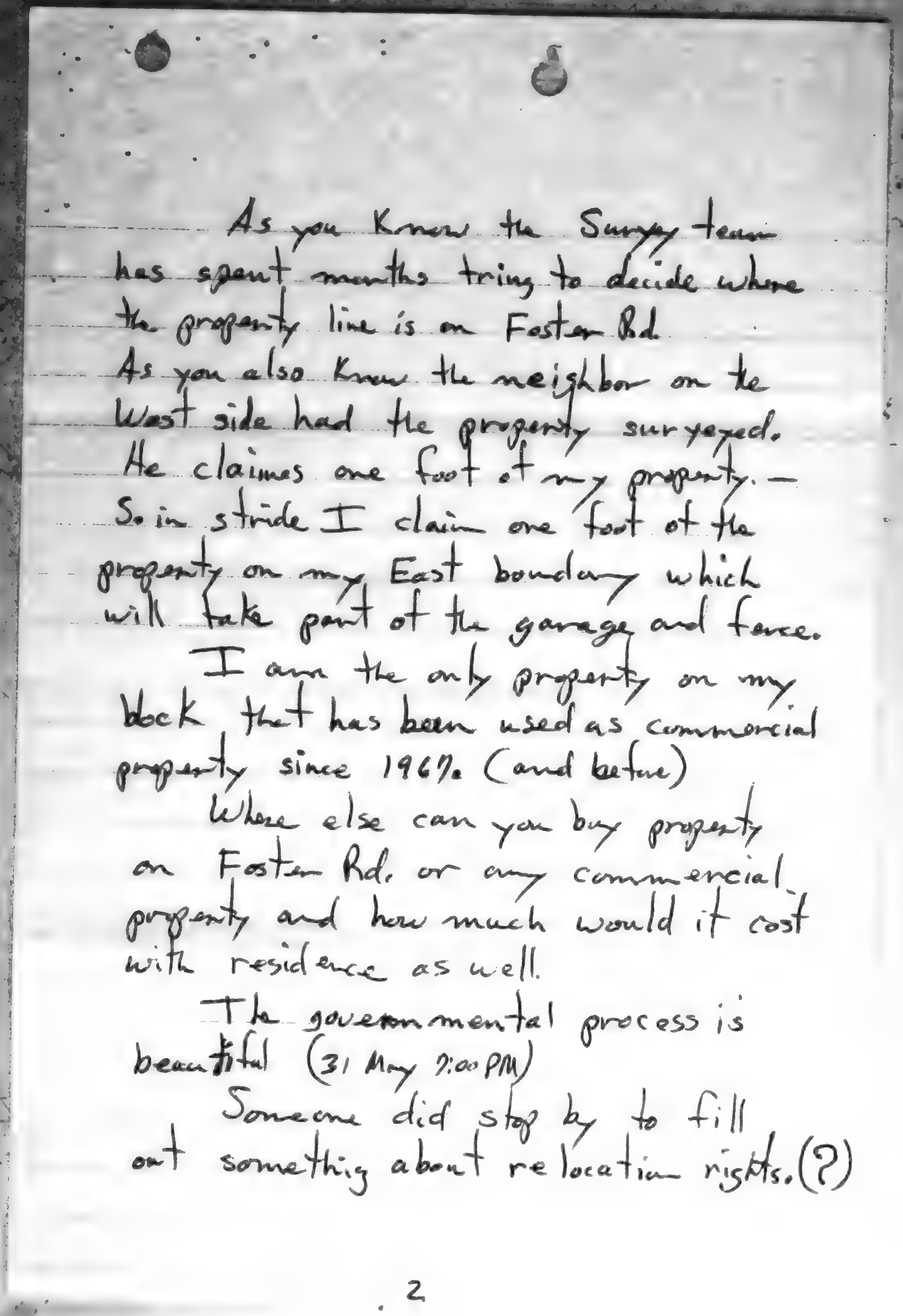
I respectfully suggest the following to expedite the process.

Stop by tomorrow to buy my place.

* You have bought other land already but have not made an offer on mine.

A small plot of ground but 10001 is at the point of the curve which you need.

Commercial zone and not like the property on either side - has been used as such since I bought it in 1967



As you Know the Survey team has spent months tring to decide where the property line is on Foster Rd.
As you also Know the neighbor on the West side had the property surveyed. He claimes one foot of my property. – So in stride I claim one foot of the property on my East boundary which will take part of the garage and fence.

I am the only property on my block that has been used as commercial property since 1967. (and before)

Where else can you buy property on Foster Rd. or any commercial property and how much would it cost with residence as well.

The governmental process is beautiful (31 May 7:00 PM)

Someone did stop by to fill out something about relocation rights. (?)

Would it be possible to get the relocation-rights information by mail in order to save the THREE-HOUR-CHURCH-PEW-SIT-IN?

Mine is the property whos building is cut in half.

As you know there has been a conflicting opinion on the survey at Foster Rd. The neibor had his property surveyed and recorded before 1967. But my building has been there better than ten years before the neibor bought the property to my West.

I have been waiting for the city to buy the property for quit some time. The situation is very timely for me I need more room.

The city towed away my car which was parked where we have been parking them since World War II. True the city line goes through the back porch next door But my car was parked ten feet off the ass fult I also recieved a ticket.

You have been accused of having * discrimination two times now.

You can resolve my problem by a fantastic price for my property.

And solve the (* which side of the street parking) as followes.

As I see it - We have three parking problems - North, South and middle.

Basicly the parking problem is on the North side of Foster Rd. with the used-store - loading and unloading of the big objects.

(*) page one and four

4.

On the south side of Woodstock with the loading of the big stuff again from Goodwill and antique stores.

I'm the middle because on the North of Foster and South on Woodstock there is no parking in the Middle of the Couplet. Therefore as the Gentelman said at the meeting (31 May)

The old Safeway store and 91st st may be used as parking just one block from 92nd & Foster or Woodstock which is the big problem

Make a parking lot at about 93rd in between Foster & Woodstock also.

Then if you realy want to put a feather in your cap. Make the Gulf station at 92 and Foster Rd

(Which has been a loser) a parking lot. Its right where you need it.

Have a nice day
Terrance Kay Huston
10001 SE Foster Rd.
Portland, Oregon 97266

RIGHT OF WAY SECTION
RECEIVED
JUN 5 1973
RE ARE ARA FS CA RS
PMS AS CE OS TA FAO
UE BPS

RECEIVED
JUN 5 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Department of Transportation
Federal Highway Administration
Mr George Baldwin Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

8064

B

BOB STRAUB

March 27, 1975

MIKE LINDBERG
Public Works Administrator
City Hall
1220 SW Fifth Avenue
Portland, OR 97204

Consideration has been given to your request to provide additional widening of Woodstock within the subject project as described in your letter of March 5.

Although it is the Highway Division's opinion that the requested changes, insofar as widening of the streets, is a design change within the scope of the existing project, we feel it is appropriate for the City to obtain approval of the local residents for the additional widening of the street.

Realizing the issues which were resolved with the local residents in developing the environmental impact statement, the Division is concerned with this change from 40' to 44'.

The future utilization of Foster as a transit mall with diversion of all traffic to Woodstock, would be a matter of a later approval.

As the City has previously been advised, work is proceeding as planned on the project at this time. Three blocks of curbs have been installed at the 40' width, and the corresponding grading and base work accomplished.

An alternative does exist, that is to provide for the additional widening of the street at such time as a change in the planned use of the Foster-Woodstock couplet is approved.

With work continuing on the project, some lead time is required to gain federal approval for the revisions, as well as required relocation of existing utilities. The City should provide the above dodumentation for the requested change immediately if you wish to pursue the revision at this time.

NOTED
H.S. COULTER

RECEIVED
MAR 28 1975
Office of
Assistant State Highway Engineer

R. N. BOTHMAN
Metropolitan Engineer

ebg

bc: H. S. Coulter
C. T. Keasey

8064

Salem

March 19, 1975

R. N. Bothman
Metropolitan Engineer

H. S. Coulter
Assistant State Highway Engineer

S. E. 89th-S.E. 106th Ave. Section
Foster-Woodstock Couplet
Contract No. 8064

Believe the widening of Woodstock from 40 feet to 44 feet is only a design change and one we could go along with if the city will provide appropriate documentation. This documentation should indicate a lack of objections only to the widened street. The impact of any changes in traffic patterns that might occur at some date in the future, perhaps from construction of a transit mall on Foster, would probably require a hearing and EIS at that time.

Suggest you proceed on this basis.

HSC:ia

cc E. S. Hunter
R. L. Schroeder
C. T. Keasey

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

NOTED
H. S. COULTER

FILE:

March 13, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: SE 89th-SE 106th Ave. section
Foster-Woodstock couplet
Contract: 8064

TO: H. S. COULTER
Assistant Highway Engineer
Operations

SALEM

Discussion has transpired at a rather high level, that is, between Mr. Jackson, Mr. Baldwin, Mr. Klaboe and Mayor Goldschmidt, concernigg the design of I-205 at the Foster-Woodstock interchange (Lents), and the design of the couplet as it relates to the design of the freeway.

To summarize, there is a "movement" by the County and City to develop a light rail connection from the south into Lents. The proposal is to develop Foster Road into a transit mall, and to develop Woodstock Boulevard into a two-way, four lane arterial. The current plan is to run two lanes on Foster and two lanes on Woodstock. The proposal would be to run four lanes on Woodstock and utilize Foster as a transit mall.

With the above "possibility" the City has, by the attached letter, requested that additional widening be made on Woodstock to provide for a continuous 44' curb to curb section with an additional left-turn refuge at the freeway ramp connections.

This would require the following revisions on Woodstock:

1. Leave the landscaping island at 90th and Foster as it is in order to direct traffic for the current plan.
2. Reduce the sidewalk between Foster and 91st to 8' on the left, and widen the street to 44'.
3. 91st to 92nd is 44'.
4. Widen 2' on each side between 92nd and 93rd, requiring removal of the existing curbs and sidewalks which were to be left in place, and construct curbs and 8' sidewalks. The additional 4' widening is gained by eliminating the narrow 2' parking strip on each side.
5. Widen 2' on each side between 93rd and the southbound on-ramp by the same method as described in #4.
6. Widen between the southbound freeway on-ramp and the northbound freeway on-ramp 8', to 70'.

RECEIVED
MAR 14 1975
Office of
Assistant State Highway Engineer

7. Widen 2' on each side between the northbound off-ramp and Foster by removing the parking strips, and widen the existing 6' walk to an 8' walk.

8. The island at 97th would require a 2' cutback and minor modification to the landscaping.

9. The landscaped island at Henry and Foster would be left in place to direct traffic.

To instigate the four lane section it would be necessary in the future to restripe Woodstock, remove the landscaped islands (#1 and #9), and develop the transit mall on Foster.

The plan is to proceed with the current couplet operation; however, provide the additional 4' widening to allow for future flexibility.

what is diff in cost.

The cost estimate to accomplish this work is an additional $22,000 to the project. An immediate answer is required if we are to re-orient the contractor who is working full scale in the immediate area now.

The proposal has been reviewed with Cliff Christianson of FHWA.

why?

The initial planning for this project was handled by the City of Portland. There was considerable negotiation between the City and businessmen in the Lents area on the project, regarding the 44' vs. the 40' section. In fact, the section was reduced from an originally planned 44' section to the 40' section. The second issue to consider involves the future plan which at this point, in my opinion, is only a "dream".

I recommend that the City be advised the requested project change is not within the scope of the approved project covered by an environmental impact statement. The City should be advised it would be required to re-institute the planning process, including a revised environmental impact statement and hearing to document that necessary approvals have been covered for the requested project design change. The City should also be advised that the current construction does not preclude the modification at a later date, at such time as the necessary planning processes for a transit mall is approved. I believe it would be appropriate for the Highway Division to obtain concurrance with the FHWA prior to responding to the City.

Your assistance and concurrance to proceed as outlined is requested.

City to obtain any necessary [illegible] for clearance — perhaps some documented agreement for a widened street instead as planned

ebg

attachment

cc: E. S. Hunter
R. L. Schroeder
C. T. Keasey

8064

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 5, 1975

METROPOLITAN ENGINEER
MAR 11 1975

Oregon State Highway Division
Metropolitan Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: R. N. Bothman, Metropolitan Engineer

Re: S. E. Foster Rd.-S. E. Woodstock Blvd. Couplet
I-205 Interchange Revision for Future Mass Transit

Gentlemen:

The City of Portland Bureau of Planning has reviewed land use concerns in the Lents area and the geometric design of the interchange of I-205 and the Foster-Woodstock Couplet with regard to implementing mass transit facilities to serve the SE area. These studies indicate that with a minimal change in the design of the Foster-Woodstock project, now under contract, a valuable transportation option can be preserved at an estimated cost of $22,000 to the project. This cost is believed to be minimal when compared with reconstruction and neighborhood disruption at a later date.

The City therefore requests that the following revisions be made in the Foster-Woodstock Couplet project:

1. The widening of the curb to curb distance of SE Woodstock between SE Foster Rd. at 90th to SE 91st Avenue, SE 92nd to SE 94th Ave., and SE 96th Ave. to SE 99th Ave., from the planned forty (40) feet to forty-four (44) feet. (Sketch map included)

2. The widening of the curb to curb distance of SE Woodstock between SE 94th Ave. and SE 96th Ave. from the planned sixty-two (62) feet to seventy (70) feet. (See sketch)

These changes, if implemented, will allow the future operation of S. E. Woodstock as a two-way bypass of the Lents commercial area and the use of Foster Rd. between S. E. 90th Avenue and S. E. 96th Avenue as a mass transit and local service street.

Very truly yours,

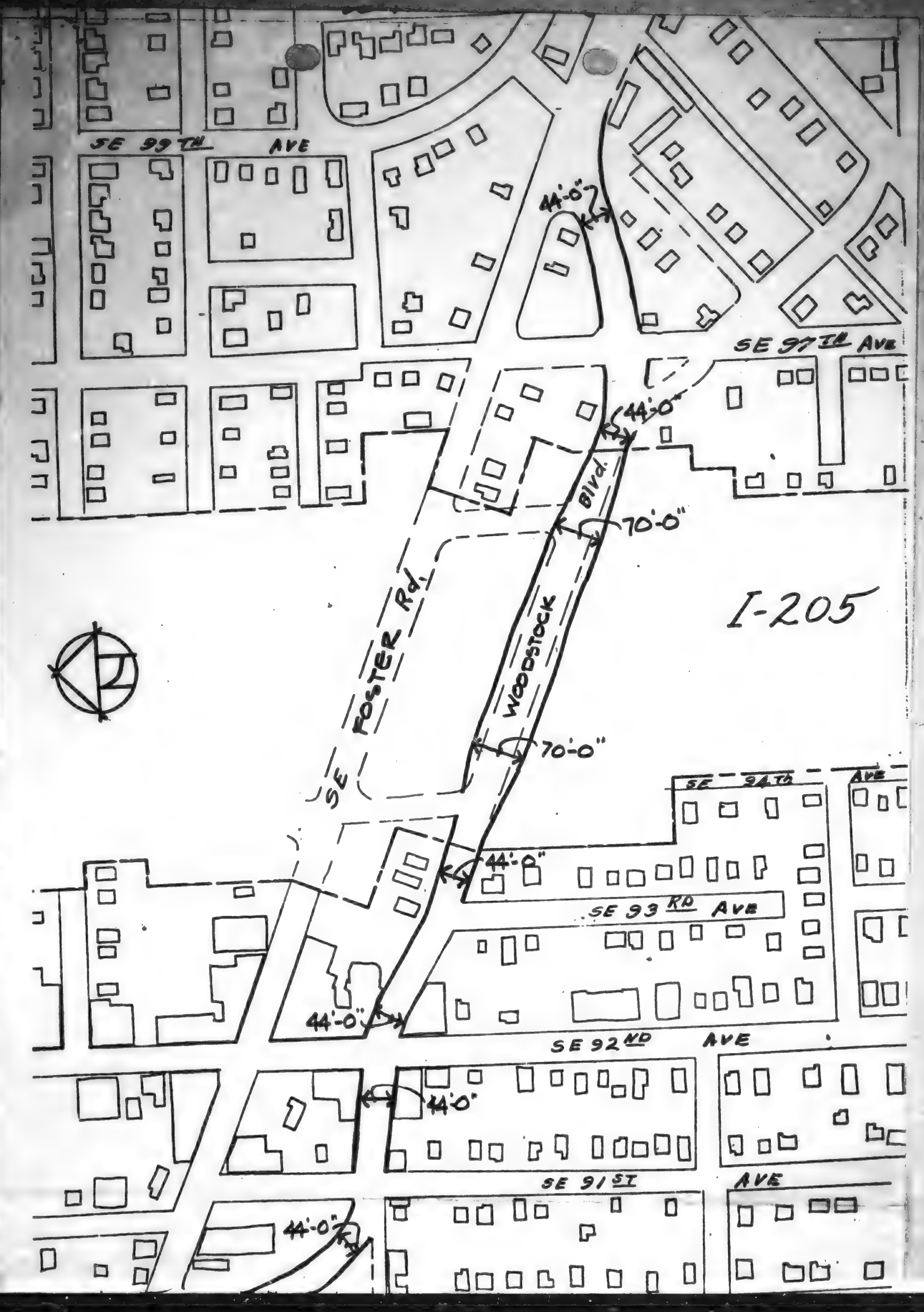
Mike Lindberg

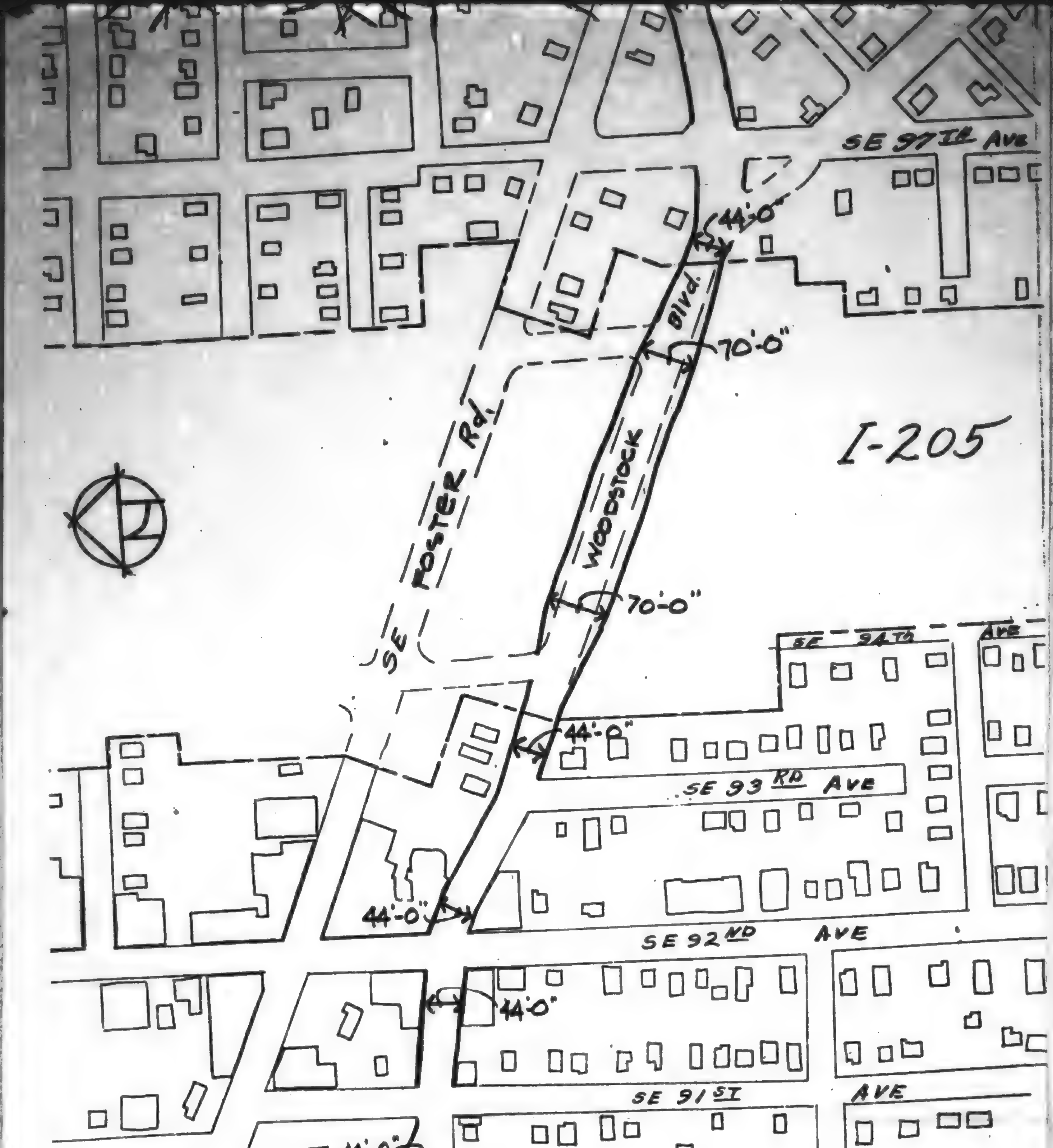
MIKE LINDBERG
Public Works Administrator

WJO:ms

cc: W. T. Monahan, Acting City Engineer
Ernest Bonner, Bureau of Planning
Ernest Munch, Bureau of Planning
Don Bergstrom, Traffic Engineer

Encl. - 1


SE 99TH AVE
44'-0"
SE 97TH AVE
44'-0"
Blvd.
70'-0"
SE FOSTER Rd.
WOODSTOCK
70'-0"
I-205
SE 94TH AVE
44'-0"
SE 93RD AVE
44'-0"
SE 92ND AVE
44'-0"
SE 91ST AVE
44'-0"


SE 97Th AVE
44'-0"
Blvd.
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I-205
SE FOSTER Rd.
WOODSTOCK
70'-0"
SE 94Th AVE
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SE 93RD AVE
44'-0"
SE 92ND AVE
44'-0"
SE 91ST AVE
44'-0"
44'-0"
SE 90Th AVE

#8064

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project M-1073(2)
SE 89th Ave. - SE 106th Ave.
City of Portland Settlement
File 48020, Rilance

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Right of Way Engineer Boyd's letter of February 26, 1975, and based upon the information contained in his letter and memorandums from the office of the City Attorney, Federal funds will participate in our pro rata share of $9522 which is the legal settlement less the sign which was not considered at the time the settlement was consummated. Federal funds will also participate in our pro rata share of the moving costs of the sign which we understand was $693.

Our finding is that the sign was not considered in the original settlement and for Federal funds to participate in the $1120 would represent a duplication of payment.

G. L. Green

G. L. Green

RECEIVED
STATE HWY ENG
MAR 20 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

NOTED
R. L. SCHROEDER

NOTED
L. L. JOHNS

Copy to Boyd - TAH
Rulien
Skoog
3-21-75

RECEIVED

#8064

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE March 12, 1975

TO File

FROM J. B. Boyd
Right of Way Engineer

JBBoyd

NOTED
R. E. JOHNS

NOTED
F. B. KLABOE

SUBJECT Request for Hardship Acquisition
File 48034
SE 89th-SE 106th Ave.
Foster-Woodstock Blvd.
XFile Foster-Cauzy Sec.
I-205

Mr. F. B. Klaboe phoned indicating that he had been contacted by a Mrs. Mertz at 343-5330 in Eugene, relative to the Moore property at 9628 SE Woodstock which they believe has been impacted severely by our acquisition construction of the freeway. We had previously purchased a small slope easement on this property for the City of Portland's project; SE 89th-SE 106th Avenue. I requested Mr. Gene St. Clair to take pictures and give me a brief report as to what his opinion of our responsibilities were in the area; he will report in the near future. Sketches of this location are attached for reference.

Mr. Gene St. Clair phoned about 4:00 p.m. and indicated Wiley Realtor had sold the property. Mrs. Mertz was contacted and acknowledged papers were being processed that she was unaware of earlier. I was hopeful that the sale would be consumated, but if not, to give me a call.

The main impact is not from I-205, but on the Woodstock improvement being constructed at the present time.

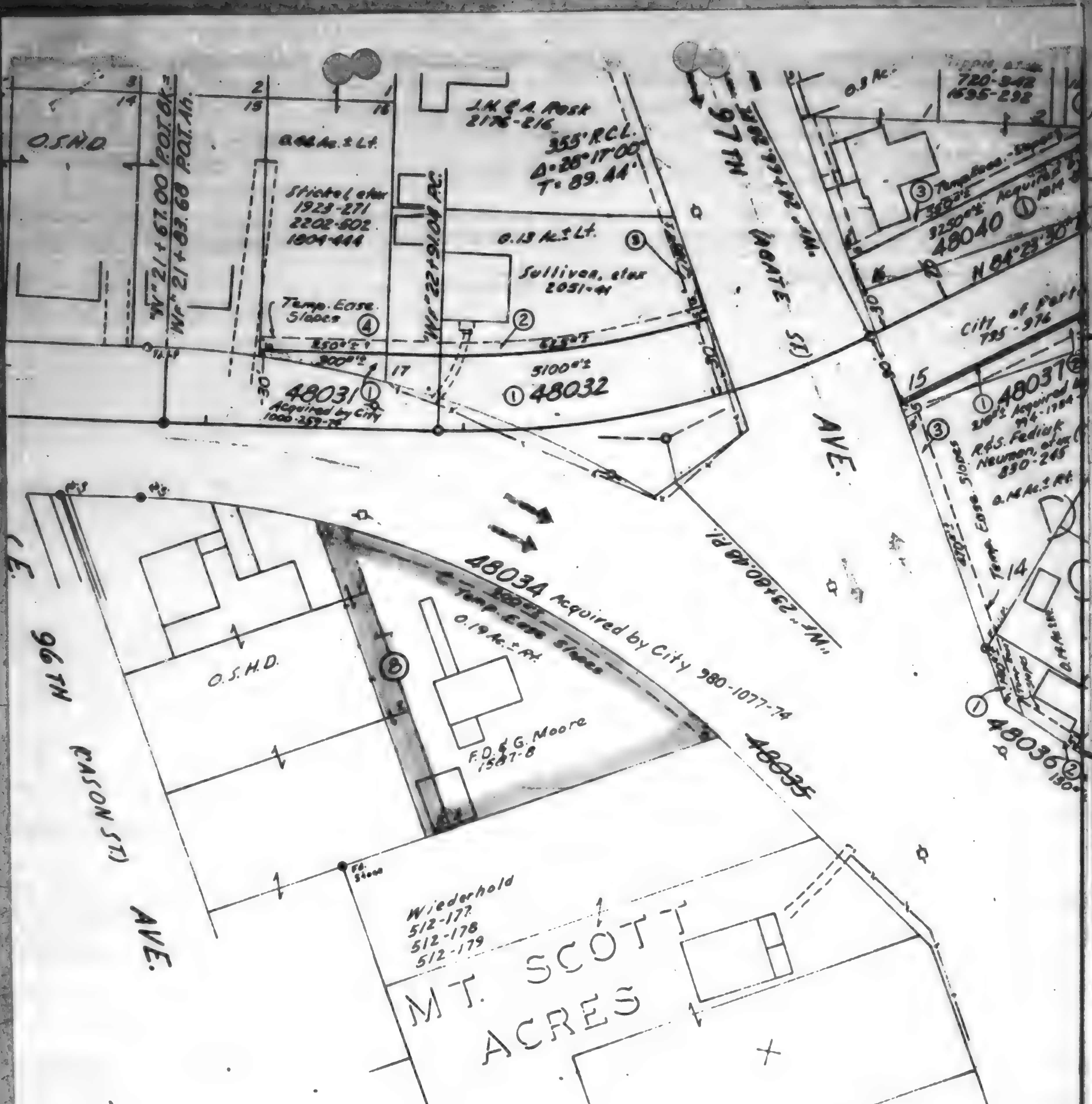
JBB:jk
attachment
cc: F. B. Klaboe ✓

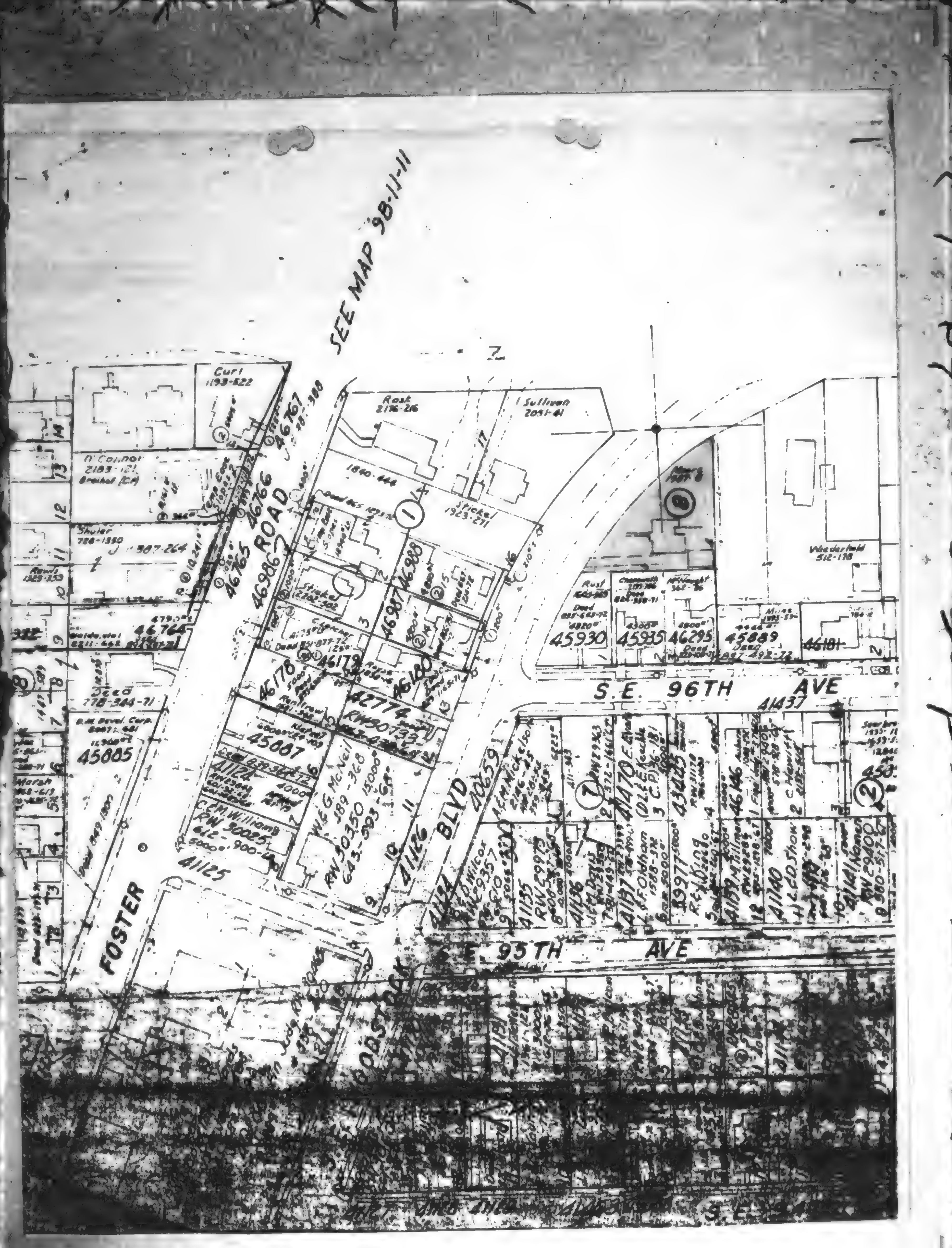
RECEIVED
MAR 17 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 12 75
REFER TO
a99
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
R. L. SCHROEDER


O.S.H.D.
3
14
2
15
1
16
W.P. 21+67.00 P.O.T. Bk.
W.P. 21+83.68 P.O.T. Ah.
0.46 Ac.± Lt.
Strickel, etux
1923-271
2202-502
1804-444
J.H. & A. Rosk
2176-216
355' R.C.L.
Δ=28°17'00"
T=89.44'
W.P. 22+91.04 P.C.
0.13 Ac.± Lt.
Sullivan, etux
2051-41
Temp. Ease. Slopes
④
②
⑧
250□'±
623□'±
300□'±
17
5100□'±
48031 ①
Acquired by City
1000-259-75
① 48032
97TH
(MONTE ST.)
AVE.
W.P. 23+80.00 P.I.
0.3 Ac.
720-342
1595-238
③ Temp. Ease. Slopes
3250□'± Acquired
48040 ①
N 84°23'30"
City of Port
795-976
15
48037 ①
Acquired
974-1784
③
R.&S. Fediuk
Neuman, etux
830-245
0.14 Ac.± Rt.
Temp. Ease. Slopes
14
① 48036 ②
130□
O.S.H.D.
96TH
(CASON ST.)
AVE.
48034 Acquired by City 980-1077-74
Temp. Ease. Slopes
⑧
0.19 Ac.± Rt.
F.D. & G. Moore
1587-8
48035
Fd. Stone
Wiederhold
512-177
512-178
512-179
MT. SCOTT
ACRES
Fd. I.P.
Initial Point


SEE MAP 9B-11-11
FOSTER
ROAD
BLVD
S.E. 96TH AVE
S.E. 95TH AVE
Curl 1193-522
O'Connor 2183-121
Shuler 728-1350
Rask 2176-216
Sullivan 2031-41
Stickel 1923-271
Wiederhold 512-178
Rust
46765
46766
46767
46986
46987
46988
46764
46178
46179
46180
42774
RW 30733
45887
45885
41124
C.F.M. Williams
RW 30025
W.E.G. McNeil
RW 30350
41125
41126
20659
45930
45935
46295
45889
46181
41437
41135
41136
41137
41470
43425
39977
41139
46146
41140
41141
RW 29400
Marsh
Dead 778-344-71
B.M. Devel. Corp.

#8064

February 26, 1975

RECEIVED
STATE HWY ENGR
FEB 27 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: FHWA Reference No. 1041RW.1
Oregon Project M-1073(2)
SE 89th Ave.-SE 106th Ave.
Settlement of File 48020, Rilance

We have asked the City of Portland Attorney to review his settlement on this file. My settlement over review was written on January 10, 1975. There was a certain amount of error because the figures utilized by the City Attorney and myself, fail to recognize the fact that a sign value was included in the original appraisal by Rodwick and Gainer. Their present memo which has been approved by John W. Osburn, the City Attorney, relates to the fact that the value of the duplex is listed as no value in the lower of the two appraisals.

This would be extremely difficult to convince a jury of no value on this marginal improvement. Admittedly, the highest and best use of this property is commercial and that the improvement has depreciated badly, but in the present housing market this improvement has a certain amount of holding value. The owner of the property is going to be able to maintain the property on a status quo basis by the use of this improvement. Because there is a definite question between the two appraisers, Mr. Rodwick and Mr. Gainer, Mr. Rodwick indicating zero value to the duplex and Mr. Gainer placing a value of $3,000 on the duplex creates in my mind, substantial justification for settling this case without proceeding to condemnation. The

NOTED
MARIE STEPHENS

settlement figure as indicated in Mr. Osburn's letter, is only $492 over the State's high appraisal on which the only question was the value of the improvement.

I recommend that this justification be accepted and that we proceed to full participation on this file.

JBB:jk

cc: F. B. Klaboe ✓
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell
Lou Grothaus
John Osburn

PORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
JOHN W. OSBURN
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

RECEIVED
FEB 24 19[illegible]
METRO R/W DEPT.

February 20, 1975

INTEROFFICE MEMO

FROM: Robert C. Irelan, Deputy City Attorney

TO: John W. Osburn, City Attorney

SUBJECT: City of Portland v. Rilance et al

In conjunction with the construction of the Foster Road--Woodstock Boulevard Freeway Couplet, this office has filed an action for condemnation in the Multnomah County Circuit Court, No. 402-003, for the partial acquisition of properties located at 9106 S. E. Foster Road and 5943 S. E. 91st Avenue, which are owned by Pauline Rilance. The State Highway Department has two appraisals on the property, one at $7730.00 and another at $10,150.00.

The lower of the two appraisal figures represents the placement of no value on an old duplex which is located on the property on S. E. 91st. The other appraisal places a $3,000 on the duplex. The Multnomah County Assessor has placed a value of $2240.00 on the duplex and, therefore, I am inclined to feel that the higher appraisal is the more accurate of the two. The duplex was being rented up until the time of the taking by the State, and I find it very difficult to believe that it has absolutely no value.

Although the defendant has not yet filed an answer to our complaint, her attorney has supplied me with a letter from Mr. Clyde N. Buettner, a real estate appraiser, who has been used frequently by the State Highway Department. In the letter, Mr. Buettner states that in his opinion the value of the taking is $12,500. He further states, "There is the possibility of additional damage, which cannot be estimated with any degree of certainty except by making a detailed appraisal of the property."

Paul Schultz, the defendant's attorney, has offered to settle this case for the sum of $10,642.00, which amounts to $492.00 over the higher of the two State's appraisals. In light of the above information regarding this case, I therefore recommend that it be settled for the sum of $10,642.00. If you concur, would you so indicate by signing below?

SETTLEMENT APPROVED:

John W. Osburn
City Attorney

RCI/fg

#8064

8064

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

NOTED
H. S. COULTER

METROPOLITAN ENGINEER
FEB 24 1975

February 21, 1975

Office of Planning & Development
1220 S. W. 5th Avenue
Portland, Oregon 97204

Attention: Gary E. Stout
Administrator

NOTED
H. S. COULTER

Gentlemen:

At a meeting in your office on February 13, 1975, the possibility of changing street widths on the Foster/Woodstock couplet project, FAU 1073, for the purpose of implementing some phases of mass transit and future light rail were discussed.

I indicated at that time that these changes could be made. However, in that this is an on-going construction project arrangements would have to be made with the State Highway Division and the Federal Highway Administration. Because of the re-design necessary, it becomes imperative that all possible notice of the desired changes be given.

You indicated that notification of the desired changes would be forthcoming by Wednesday, February 19.

It now appears that better construction weather has arrived and the project contractor has scheduled the grading of the area of change to begin on Monday 24, with concrete work to begin on February 28 - Friday.

It is therefore requested that if the City is desirous of making changes in this project to implement future transit, this office be informed no later than Monday of the changes desired.

Yours very truly,

W. J. Oberding

W. J. OBERDING
Project Manager

RECEIVED
FEB 26 1975
Office of
Assistant State Highway Engineer

WJO:ms

cc: E. Munch - Planning & Development
✓R. N. Bothman - Metropolitan Engineer OSHD
John Howard - Resident Engineer OSHD
Mike Lindberg - Director of Public Works
Robert E. Rector - Chief, Bureau of Street & Structures

cc Kaboe
Coulter

#8064

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 10, 1975

In reply refer to: 1041RW.1

SUBJECT: Oregon Project M-1073(2)
SE 89th Ave - SE 106th Ave (Foster-Woodstock Couplet)
Proposed Settlement of File No. 48011 - Poole

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Per Mr. Oakes' verbal request we have reviewed the proposed settlement of this case by the City Attorney. The file contains a draft letter by Mr. Boyd. We agree with his conclusions that the handling of the house on the property is a highly questionable procedure.

Furthermore, the attorney's justification for settlement is considered inadequate because his primary reason for settling was to avoid trial costs.

We concur with Mr. Boyd that additional justification is required.

Mathews for
G. L. Green

cc:
OSHD (J. Boyd)
OSHD (M. Mitchell)
OSHD (J. Sollis)

CEIVED
STATE HWY ENGR.

FEB 12 '75

REFER TO
Schroeder

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy atty

Copy To Boyd
2-12-75

NOTED
R. L. SCHRO

8064

Form FHWA 121 (Rev. 5-73)

RECEIVED
STATE HWY ENGR
FEB 5 '75
REFER TO Schroeder
FOR

To	Inves	R/D	D/R	Sign	Act	File
			X		X	

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 4, 1975

In reply refer to: 1041RW.1

SUBJECT: Oregon Project M-1073(2)
SE 89th Ave. - SE 106th Ave.
Settlement of File 48020, Rilance

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The right of way agent's negotiations for this property were not successful and the case was turned over to the City of Portland for condemnation. The City had control until it was turned back to the State to get the option signed on the basis of the City Attorney's settlement of $10,642.

The review appraisal on the property was $8,850. This included $1,120 for purchase of a sign so the real property appraisal was actually $7,730. The sign was not purchased. Instead the sign owner was paid $693 to move it. Because Federal funds will participate in the moving costs they cannot also participate in the $1,120 sign value. The latter amount should be transferred to a non-participating status.

After deducting the sign the settlement exceeds the real property review appraisal by $1,792 which is a substantial amount. The Attorney's justification for settlement is considered inadequate for the following reasons:

1. His primary justification is the avoidance of trial costs.
2. The settlement appears to be a splitting of the difference between the owners $12,500 figure and the $8,850 offer.
3. His negotiations were conducted on the basis of an $8,850 value whereas they should have been on the basis of $7,730.

Before Federal funds can participate in the $1,792 difference, additional justification is required.

2-6-75
CC: Bruce Boyd
TAA

There are several other files on this project which the City has under condemnation. Some of these will likely proceed to trial while others may be settled. In order not to jeopardize Federal fund participation, the City's attorneys should be instructed as to what constitutes acceptable justification for settling substantially in excess of the review appraisal.

The State's file is void of any material during the time it was under City control. The City no doubt has a file covering this period. It should be cautioned to retain these records available for review for a period of 3 years following payment of the final voucher.

G L Green

G. L. Green

cc:
OSHD (J. Boyd)
OSHD (J. Sollis)
Region (10RW) w/1-3-75 ltr, City
  of Portland
Region (10RC)   "

8064

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

January 24, 1975
Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Cascade Construction Co.
Contract 8064 & 8084

TO: C. W. Head V. Gallagher
~~J. Bond~~ C. Barrett

Safekeeping Receipt No. 1482, issued for a $125,000.00 cash deposit in lieu of retainage on contract 8064, has been cancelled. The $125,000.00 cash deposit has been split to cover retainage on two contracts: $66,666.67 on contract 8064 (Safekeeping Receipt No. 1495) and $58,333.33 on contract 8084 (Safekeeping Receipt No. 1496).

Copies of the Safekeeping Receipts and transmittal letter will be filed, in the contract file, in the Administrative and Staff Services office.

JP:pl

8064

4

81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON

January 24, 1975
Salem

M: R. J. Hacek
Accounting Systems Off.

SUBJECT: Cascade Construction Co.
Contract 8064 & 8084

C. W. Head V. Gallagher
~~J. Bond~~ C. Barrett

Safekeeping Receipt No. 1482, issued for a $125,000.00 cash deposit in lieu of retainage on contract 8064, has been cancelled. The $125,000.00 cash deposit has been split to cover retainage on two contracts: $66,666.67 on contract 8064 (Safekeeping Receipt No. 1495) and $58,333.33 on contract 8084 (Safekeeping Receipt No. 1496).

Copies of the Safekeeping Receipts and transmittal letter will be filed, in the contract file, in the Administrative and Staff Services office.

JP:pl

4

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1495

Received for Account of Cascade Construction Co.
P.O. Box 4267

Address Portland, Oregon 97208

Date Jan. 22, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
USNB of Oregon Non Negotiable Time C/D dated 12/30/74 Due 6/30/75 Cert. No 4176625 8.25% U.S.: National Bank of Ore. Portland, Ore.	202170	part	66,666.67				66,666.67
							66,666.67

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8064

Authority ORS 279.575

Countersigned by Merle Crow ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

5

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 23, 1975

Cascade Construction Company
Post Office Box 4267
Portland, Oregon 97208

Attn: Jon E. Morris

Gentlemen:

Reference your letter dated January 13, 1975, we have cancelled Oregon State Treasury safekeeping receipt number 1482, dated January 8, 1975, in the amount of $125,000.00, and per your instructions have issued the following two safekeeping receipts as shown:

Type	Amount	Contract No.
T.C.D.	$ 66,666.67	8064
T.C.D.	58,333.33	8084
Total	$125,000.00	

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 23 1975
FINANCE SECTION
[illegible]

COPY

8064

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

January 13, 1975

Salem

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8064

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1417 (safe keeping receipt #200924 - $100,000.00) has been cancelled and this security has been returned to Cascade Construction Company.

A new Treasurer's Receipt #1482 (TCD 202170 - $125,000.00) has been issued to replace the one that has been returned to the contractor.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
JAN 13 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JAN 9 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1482

SAFEKEEPING RECEIPT

Received for Account of Cascade Construction Co.

Date Jan. 8, 1975

Address P.O. Box 4267
Portland, Oregon 97208

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
USNB of Oregon Non Negotiable Time C/D dated 12/30/74 Due 6/30/75 Cert No 4176625 8.25% U.S. National Bank of Oregon, Portland	202170	1	125,000				125,000.00
							125,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No 8064

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 8, 1975

United States National Bank of Oregon
Post Office Box 4412
Portland,, Oregon 97208

Attn: E. Koch, Safekeeping

Gentlemen:

Treas Receipt # 1417

Reference your letter dated January 2, 1975, please find enclosed safekeeping receipt number 200924, covering T.C.D. number 4-168797 in the amount of $100,000.00 for credit of CASCADE CONSTRUCTION INC. Portland, Oregon.

Treas. Receipt # 1482

We acknowledge receipt of safekeeping receipt number 202170 in the amount of $125,000.00 which replaces the maturing T.C.D.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

RECEIVED
JAN 9 1975
Contract Acctg.

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Cascade Construction Co. P. O. Bx 4267, Portland, Oregon 97208

COPY

8064 SE 89th Ave-SE 106th Ave. 19 4
Sec. SE Foster & Woodstock -2
(Grade,pave,sign & landscap

#8064

ROW 18-4

bc: ~~R. L. Schroeder~~
R. N. Bothman
J. B. Boyd
L. C. Grothaus
Jack Hesla
R/W File 48050

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 27, 1974

Mr. Robert E. Sullivan
Portland General Electric Co.
621 S.W. Alder St.
Portland, OR 97205

Lentz Substation Property
SE 89th Ave.-SE 106th Ave. Sec.
SE Foster Rd. & SE Woodstock Blvd.
Multnomah County
R/W File: 48050

Dear Mr. Sullivan:

Reference is made to my letter of April 4, 1974 which made an offer of $10,750 for four parcels of substation property required for the construction of the subject project. In our telephone conversation of December 27, 1974, you indicated that you were not ready yet to make a counter offer for the substation property.

It appears that negotiations will not be completed before the expiration of the Permit of Entry on January 30, 1975. We therefore, request that Portland General Electric Company give the State a new Permit of Entry so that construction may continue on the project.

Three copies of a new Permit of Entry are attached for your use. Please return two copies to this office not later than January 30, 1975. Your cooperation in supplying the new Permit of Entry at the earliest possible date will be appreciated.

Yours truly,

Jack M Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jk
Enc.

cc: D. J. Thoreen
Station Design Supervisor
PGE

NOTED
R. L. SCHROEDER

RECEIVED
DEC 30 1974

#8064

cc: OSHD (H S Coulte[illegible]
Wash DC (HHO-32)

11-14-74

FE[illegible]AL HIGHWAY ADMINISTRATION

cst

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-14-74	C. T. Christianson, Area Engineer	I-205-7(27)307&M-1073(3)

IN COMPANY WITH

Marion Craft, Metr Constr Engr, OSHD.

LOCATION

Foster Road and Woodstock Blvd. between S.E. 89th Ave. and S.E. 106th Ave. in the City of Portland (Foster-Woodstock Couplet).

CONTRACTOR NAME AND ADDRESS

Cascade Construction Company, Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-12-74	$1,333,333.33	300 cal. workdays	9-24-74	9-13-74

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	18%	20%

REMARKS

COPY SENT
DEC 03 1974
Washington

FOSTER-WOODSTOCK COUPLET

The purpose of this project is to create an east-west couplet system between Foster Road and Woodstock Blvd. that will be able to handle the interchange traffic between Foster Road traffic and I-205 as well as the thru east-west traffic on Foster.

The couplet system is consistent with future developments to be entertained in this area by the City of Portland and Multnomah County.

At the time of this inspection, drainage had been nearly completed and the excavation for Woodstock Blvd. had been completed. It was hopeful that dry weather would continue until a base course could be installed on Woodstock Blvd. prior to heavy winter rains. The time element involved in this contract envisioned working two construction seasons. Delays in getting the contract awarded required less than two seasons. to perform the work. It is important that the contractor pursue work as rapidly as possible this fall in order to have the entire season next year in which to complete the paving and finishing operations.

(more)

RECEIVED
DEC 4 1974
Office of
Assistant State Highway Engineer

12-4-74
orig to
Const.

NOTED
H.S. COULTER

Form FHWA-1446 (12-73) Formerly PR-33-A   Previous Editions of PR-33A will Not Be Used.

The contractor is making a reasonable attempt to maintain local traffic on Woodstock Blvd. during the excavation and construction of that portion. If rains prevail before a base course can be adequately placed on Woodstock, it may be necessary to place some type of gravel surface to reinforce the roadway section for local traffic.

The contractor is pursuing the project diligently and it is anticipated that it will be completed within the contract time.

8064

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON

INTER-OFFICE CORRESPONDENCE
Salem
November 12, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Cascade Construction Co.
Contract 8064

TO: C. W. Head
V. Gallagher
John Bond
C. Barrett

Treasurer's Receipt #1376 (TCD 200299 - $100,000.00) has been cancelled and this TCD has been returned to the contractor. Treasurer's Receipt #1417 (TCD 200924 - $100,000.00) is a replacement for the matured TCD that was returned to the contractor.

This transaction did not change the total amount on deposit with State Treasurer.

Copies of the letters and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
NOV 12 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1417

Received for Account of Cascade Construction Co.
Address P.O. Box 4267
Portland, Oregon 97208

Date Nov. 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
USNB of Oregon Nonnegotiable Time C/D ~~[illegible]~~ Dated 9/30/74 Due 12/27/74 10.00% Cert #4 168797	200924	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No 8064

Authority ORS 279.575

Countersigned by Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

Recorded
OP

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 8, 1974

Main Branch
United States National Bank of Oregon
321 S.W. 6th Avenue
Portland, Oregon 97208

Attn: W. Koch, Safekeeping

Gentlemen:

Reference your letter dated October 28, 1974, we are enclosing copy of safekeeping receipt number 200299, dated August 8, 1974, in the amount of $100,000.00 covering Time Certificate of Deposit due Nov. 5, 1974, for credit of Cascade Construction Company, Box 4267, Portland, Oregon.

We acknowledge receipt of safekeeping receipt number 200924, dated September 30, 1974, in the amount of $100,000.00 covering Time Certificate of Deposit due December 27, 1974, which replaces the maturing T.C.D.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Cascade construction Company, P. O. Box 4267, Portland, Oregon

RECEIVED
NOV 12 1974
Contract Acctg.

RECEIVED
NOV 12 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION
OREGON STATE HIGHWAY DIVISION

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 8, 1974

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97308

Gentlemen:

As evidenced by the copy of the letter to the United States National Bank of Oregon, Portland, Oregon, we have released and mailed to them copy of safekeeping receipt number 200299, covering your Time Certificate of Deposit, number 4165100 in the amount of $100,000.00 which matured on November 5, 1974.

We are enclosing State Treasury safekeeping receipt number 1417, dated November 8, 1974, in the amount of $100,000.00 which covers T.C.D No. 4168797, due December 27, 1974, which replaces the maturing T.C.D.

We have cancelled Oregon State Treasury safekeeping receipt number 1376, dated October 3, 1974.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
NOV 12 1974
Contract Acctg.

COPY

.8064.

1P

Form E-306 (Rev. 11-[illegible])

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name SE89th - 106th Ave

Date October 28 1974

Highway ~~SE Foster Rd.~~ SE Woodstock Blvd.

Contract No. 8064

County Multnomah

Prefix 626-1021 ~~626-1020~~

Contractor Cascade Const. Co.

F. A. Project No. I-205-7(27)307

Address P.O. Box 4267 Portland, Oregon 97208

Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To reimburse contractor as provided by contract EEO special provisions titled "ON THE JOB TRAINING"

Location by station numbers:

Estimate of quantities and cost:

Trainees . . . . . . 3,000 hours @ $.80/hr = $2,400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will recieve reimbursement under this Order is 3. Further, the maximum reinbursement allowed on the contract for each trainee is limited to $800. Costs of work under this order are anticipated in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $1,565,199.37

Present estimate of project cost, including $2,400 for work under this order $1,502,591.40

Expected under-run XXXXXXX amount $62,607.97

Expected under-run XXXXXXX per cent 4.0

Space to right of this line is for use of Salem Office

Submitted by: J D Howard Resident Engineer

Approval Recommended: Marvin A Croft Regional Engineer
Metr. Const.

Approval Recommended: Construction Engineer or Bridge Engineer

Approved For John P. Boyd Construction Engineer.
Adm.

AD

Oregon State Highway Division

Federal-aid Project
No. M-1073(1)

SE 89TH AVE.-SE 106TH AVE. (PORTLAND) SECTION OF SE FOSTER RD. & SE WOODSTOCK BLVD. IN MULTNOMAH COUNTY

Salem, Oregon, October 22, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (City Forces)	All Required	$66,000.00
Preliminary Engineering (State Forces)	All Required	44,000.00
	Total	$110,000.00

Length of Project - - - - 0.70 miles

SUMMARY OF FUNDS

Federal Funds -	$69,900.00
State Funds -	20,050.00
City Funds -	20,050.00
Total Cost -	$110,000.00

Prefix 326-1984

Group 1 - 98% G 8 - 2%

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*82423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S.W. 6th Avenue
Portland, OR 97204

Attention of Mr. Robert E. Rector
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) CC 1448

Date October 8, 1974

Payer's Order No. (if any) ....

Department Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

89th Avenue-106th Avenue Section
Foster/Woodstock Couplet, FAU 1073
City of Portland

FAUS Project M-1073(3)
Contract No . 8064

Itemized Statement: Advance Deposit $105,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject project.		100,000
		Covered by agreement dated 2/28/73.		
		TO BE RETAINED		$ 5,200

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $..........

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 105,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..........

Give the number of the last previous request in connection with this same service. ....

Credit distribution: 626-1021-299

Submitted by: Richard Unrein
Richard Unrein, Urban Engineer
County & City Unit

Approved: AE, CCU
Division Engineer

Approved: ....
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-69)
SP*63423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Multnomah County
Division of Public Works
2115 S. E. Morrison
Portland, OR 97214

Attention of Mr. Oliver J. Domreis
Director

Request No. (assigned by staff engineer or head of division) cs 1449

Date October 8, 1974

Payer's Order No. (if any) ....

Department Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

89th Avenue-106th Avenue Section
Foster/Woodstock Couplet, FAU 1073
Multnomah County

FAUS Project M-1073(3)
Contract No. 8064

Itemized Statement:

ADVANCE DEPOSIT $12,700

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject project. Covered by agreement dated 2/28/73		10,000
		TO BE RETAINED		$ 2,700

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $..........	Credit distribution: 626-1021-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 12,700	Submitted by: Richd Unrein Richard Unrein, Urban Engineer County & City Unit
Is this a partial or final request for billing? Partial	Approved: AE, CCO Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..........	
Give the number of the last previous request in connection with this same service.	Approved: .... Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8064 10-3-74 J

FORM 819734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Cascade Construction Co., Inc.
Contract 8064

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #1376 has been issued for TCD 200299 in the amount of $100,000.00 to be used in lieu of retainage on contract 8064.

A copy of the letter and the Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 3, 1974

Cascade Construction Company
Post Office Box 4287
Portland, Oregon 97208

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1376, dated October 3, 1974, covering Time Certificate of Deposit number 4 in the amount of $100,000.00 which is being held at the United States National Bank of Oregon, Portland, Oregon.

We have credited your State Highway contract number 8064.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 1376

Received for Account of Cascade Construction Co Inc
P.O. Box 4267
Address Portland, Oregon 97208

Date Oct 3, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
USNB of Oregon Nonnegotiable Time CD Dated 8/8/74 Due 11/5/74 Crf. #4 n/o Cascade Constr. Co. Inc.	200299	1	100,0000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8064

Authority ORS 275.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

FAU

bc: G. M. Baldwin
E. S. Hunter
L. W. Bulien
R. N. Bothman, Metro
E. L. Hardt, Region 1
(Attn F. A. Engineer)
Ted Spence, Planning

September 13, 1974

County of Multnomah
Accounting Division
Room 818 Courthouse
Portland, Oregon 97204

Gentlemen:

This will acknowledge receipt of Multnomah County's check (#133179) in the amount of $12,700.00 which is the County's advance deposit for the construction of the Foster-Woodstock Couplet, FAU 1073. The contract has been awarded.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

DNH:ljt

cc: Mult. Co. Public Works Director
Attention Mr. Oliver Domreis

City of Portland
Attention Mr. Wayne Cherding

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ PE ☐ PPE ☐

REMITTANCE ADVICE

MULTNOMAH COUNTY OREGON

ACCOUNTING DIVISION
ROOM 818 COURTHOUSE
PORTLAND, OREGON 97204

fak ACCTG 83

RECEIVED
COUNTY & CITY SECTION
SEP 12 1974
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☒ UC
☐ UPE ☑ CE ☐ BE ☐ UPE ☐

OREGON STATE HIGHWAY DIVISION
Attn: H. S. Cox, County & City Engineer
State Highway Building
Salem, Oregon 97310

POSTING DATE	OUR P. O. NO.	WARRANT NO.	DATE OF INVOICE	INVOICE NO.	AMOUNT OF INVOICE	DISCOUNT	NET AMOUNT
		ADVANCE DEPOSIT - S. E. 89th Ave. Section of the Foster/Woodstock Couplet as per agreement of Feb. 28, 1973					$12,700.00

RECEIVED
OSHD FINANCE BRANCH
Check # 123179 Amt $12,700.00
By C C Haverland Date 9/12/74
For Proj. M-1073(2), See above

8064

bc: Pacific Builder & Engineer, Inc.
Dai[illegible]urnal of Commerce, Seattle & Portland
C. T. Kearney
Walt Hart
Vince Gallagher
Robert Rothman
Jim Holland
William Geibel (SAIF)

September 12, 1974

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the S.E. 89th Ave.-S.E. 106th Ave. Section of FAU 1073 (S.E. Foster Rd. and Woodstock Blvd.) in Multnomah County in the amount of $1,333,333.33 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Portland, Multnomah County and the Federal Highway Administration is received, and $103,200 and $12,700 is deposited by the City and County, respectively.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8064.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 24, 1974.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js
Enclosures

8064

bc: [illegible] Baldwin
F. B. Klaboe
E. S. Hunter
L. W. Rulien
C. T. Keasey
R. N. Bothman
E. L. Hardt
Ted Spence

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

Dear Mr. Rector:

On August 29, 1974 the Oregon State Highway Division opened bids on the S.E. 89th Avenue-S.E. 106th Avenue Section of the Foster/Woodstock Couplet. The apparent low bid was submitted by Cascade Construction Company of Portland.

The project agreement dated February 28, 1973 requires segregation of project costs into "City Items" and "County Items." The anticipated City Costs based on the contractor's bid is as follows:

Contractor's Bid (City Items)	$815,108.79
Anticipated Additional Items	35,120.00
	$850,228.79
Engineering & Contingencies (12½%)	106,278.60
TOTAL	$956,507.39

CITY'S ADVANCE DEPOSIT - 11% of TOTAL, or $105,200.

Please make your check (in the amount of $105,200.) payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Engineer

RECEIVED
AUG 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RU:ljt
cc: Wayne Oberding, Portland
Oliver Domreis, Multnomah County

SUMMARY

ITEM	UNIT	QUANTITY	[illegible]	[illegible]	M-1073 (3) CITY	COUNTY	CITY UNIT PRICE	COST
Mobilization	All	All	72%	28%	60%	12%	9,716.59	44,560 04
Temporary Protection And Direction Of Traffic	All	All	95%	5%	75%	20%	9,580.00	7,335
Temporary Signs	Sq Ft	900	850	50	680	170	6.15	3,978
Temporary Barricades	One	20	16	4	14	2	180.00	2,520
Flagmen	Hour	1,000	900	100	700	200	13.65	9,555
ROADWORK								
Clearing And Grubbing	All	All	72%	28%	60%	12%	3,990.00	2,394
Removal Of Structures And Obstructions	All	All	72%	28%	60%	12%	21,934.00	13,160 40
General Excavation	Cu Yd	25,700	21,040	4,660	19900	1140	2.81	55,919
Trench Excavation	Cu Yd	7,620	3,080	4,540	2765	315	9.05	25,023 25
Furnishing And Placing Topsoil	Cu Yd	6,150	965	5,185	965	—	6.25	6,031 25
Watering	M-Gal	300	220	80	210	10	9.00	1,890
Treated Base Mixture	Ton	26,300	18,400	7,900	17600	800	6.85	120,560
1"-0 Aggregate Base	Ton	11,600	8,100	3,500	7740	360	4.92	38,080 80
Asphalt Concrete Mixture	Ton	10,900	7,600	3,300	7000	600	9.33	65,310
Asphalt Cement In Mixture	Ton	710	500	210	460	40	72.00	33,120
Class A Concrete In Wall	Cu Yd	63	63		—	63	115.00	—
Reinforcement In Wall	Lb	3,195	3,195		—	3195	.12	—
8-inch Culvert Pipe	Lin Ft	320		320	—	—		—
8-inch Sewer Pipe	Lin Ft	1,519	794	725	794	—	5.37	4,263 78
10-inch Sewer Pipe	Lin Ft	4,712	4712		3352	1360	5.18	17,363 36
12-inch Sewer Pipe	Lin Ft	1,204	369	835	369	—	9.10	3,357 90
15-inch Sewer Pipe	Lin Ft	300		300	—	—		—
18-inch Sewer Pipe	Lin Ft	342	342		342	—	13.10	4,480 20
24-inch Sewer Pipe	Lin Ft	527	527		527	—	18.40	9,696 80
27 inch Sewer Pipe	Lin Ft	969	611	358	611	—	21.60	13,197 60
30-inch Sewer Pipe	Lin Ft	910	214	696	214	—	27.10	5,799 40
36-inch Sewer Pipe	Lin Ft	238		238	—	—		
48-inch Sewer Pipe	Lin Ft	234		234	—	—		
60-inch Sewer Pipe	Lin Ft	340		340	—	—		
Extra For Pipe Under Pavement	Lin Ft	600	600		53	547	6.31	334 43
Concrete Manholes	Each	21	15	6	15	—	1,672.00	25,080
Special Concrete Manhole, Type 1	Each	1		1	—	—		
Special Concrete Manhole, Type 2	Each	1		1	—	—		
Special Concrete Manhole, Type 3	Each	1		1	—	—		
Concrete Inlets, Type B	Each	1		1	—	—		
Concrete Inlets, Type P	Each	106	92	14	74	18	190.00	14,060
6-inch Drain Pipe	Lin Ft	230	200	30	160	40	9.20	1,472
Special Filter Material In Drains	Cu Yd	23	20	3	16	4	8.00	128
Guard Rail, Type 1	Lin Ft	100		100	—	—		
Rail End Pieces, Type A	Each	4		4	—	—		
Continuous Rail Traffic Barrier	Lin Ft	88		88	—	—		
CL-6 Chain Link Fence	Lin Ft	530	530		240	290	14.57	3,496 80
Type 3 Fence	Lin Ft	220	220		—	220	3.00	—
Curbs, Islands, Walks And Driveways	Cu Yd	1,500	1,060	440	960	100	60.40	57,984
Extra For Asphalt Approaches	Each	19	19		19	—	254.00	4,826
Extra For Asphalt Walks	Sq Yd	240		240	—	—		—
Adjusting Manholes	Each	15	14	1	12	2	156.	1,872
Adjusting Inlets	Each	9	9		9	—	144.	1,296
Adjusting Sidewalk Vaults	Each	1	1		1	—	96.	96
Reconstructing Manhole Base	Each	1		1	—	—		
Capping Manholes	Each	2		2	—	—		
2-inch Electrical Conduit	Lin Ft	2,850	530	2,320	530	—	6.21	3,291 30
Concrete Junction Boxes	Each	24	5	19	5	—	128.00	640
Cement In Treated Base Mixture	Ton	1,450	1,015	435	970	45	61.00	59,170
SIGNING								
Removal Of Existing Sign Installations	All	All	90%	10%	80%	10%	845.00	676
Sign Support Footings	All	All	70%	30%	62%	8%	2,094.00	1,298 28
Special Pipe Sign Posts	All	All	70%	30%	62%	8%	10,845.00	6,723 90
Special Signal Pole Mounts	All	All	100%		100%	—	1,978.00	1,978
Type "A" Signs In Place	Sq Ft	98	98		98	—	14.00	1,372
Type "C" And "D" Signs In Place	Sq Ft	251	165	86	147	18	6.00	882
Type "E" Signs In Place	Sq Ft	181	156	25	137	19	8.00	1,096
Type "EE" Signs In Place	Sq Ft	59	59		59	—	10.00	590
Type "H" And "I" Signs In Place	Sq Ft	92	21	71	21	—	8.00	168
LANDSCAPING								
Furnishing And Planting Trees	Each	20	20		20	—	22.50	450
Furnishing And Planting Shrubs	Each	66	66		66	—	9.00	594
Furnishing And Planting Vines	Each	1,800	1,800		1800	—	1.85	3,330
Bark Mulch	Unit	86	4	82	4	—	50.00	200
Sod Lawn	All	All	100%		100%	—	10,126	10,126
Irrigation System	All	All	100%		100%	—	7,200	7,200
ILLUMINATION								
Roadway Lighting, Poles And Arms	All	All	100%		90%	10%	39,100	35,190
Foundations	All	All	100%		88%	12%	9,660	8,500 80
Luminaires And Ballasts	All	All	100%		90%	10%	7,230	6,507
Switching, Conduit, Wiring, Lamps, Etc	All	All	100%		90%	10%	71,445	64,300 50

TOTAL CITY PARTICIPATION - BID ITEMS $ 815,108.79

8/29/74

10
OREGON
25

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$1,480,961.50
		1,333,333.33 bid
		147,628.17 Under ~~Est.~~ 9.9%
Anticipated Additional Items:		
Railroad Protective Costs	5,700.00	
Other Railroad Costs	3,455.00	
Permanent Pavement Striping (by City)	3,000.00	
Stage Construction Striping	2,500.00	
Temporary Erosion Control	1,000.00	
Temporary Lighting	4,300.00	
Lime Treatment of Wet Spots	15,000.00	
Install Traffic Signals (by City)	5,200.00	
Install Water Meter	900.00	
Sod Lawn on Parking Strips	1,500.00	
Temporary Barricading & Signing (by City)	1,500.00	
On-the-Job Trainees	2,400.00	
State Responsibility for Damages	2,000.00	
Adjust Utilities:		
P.G.E.	2,000.00	
Bureau of Water (Portland)	7,500.00	
		57,955.00
Contingencies (4-1/2%)		$1,538,916.50
Engineering (8%)		69,251.24
		123,113.32
Estimated Net Authorization, Constr.		$1,731,281.06

CITY

(83)
(60)

Bid Items		$815,108.79
Antic. Add. Items:		
Striping	$5,500	
Erosion Contr.	600	
Temp. Lighting	2,580	
Lime Treat.	9,000	
Signals	5,200	
Water meter	900	
Sod	1,500	
Temp. barricades	1,500	
O.J. Train.	1,440	
S. Resp. Damages	1,200	
Utilities	5,700	35,120.00
		$850,228.79
	(12½%) E. & C.	106,278.60
	TOTAL	$956,507.39
City's share	(11%)	$105,215.81
	or say	105,200

CO.

(17)
(12)

Bid Items		$89,133.43
Antic. Add. Items:		
R.R. Costs	$9,13[illegible]	
Erosion Contr.	12[illegible]	
Temp Lighting	[illegible]	
Lime Treat.	1,8[illegible]	
O.J. Train.	288	
S. Res. Damages	240	
Utilities	1,160	13,259.00
		$102,392.43
	(12½%) E. & C.	12,799.05
	TOTAL	$115,191.48
Co's share	(11%)	$12,6[illegible]1.[illegible]6
	or say	12,700

8064

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 23, 1974**

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe .
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 15 and August 29 Bid Lettings

Bids were taken August 15 and will be taken August 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

AUGUST 15 BID LETTING

1. Hubbard Interchange-Woodburn Interchange
   Pacific Highway, Marion and Clackamas Counties
   Roadside Improvement Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Emigrant Hill-Meacham
   Old Oregon Trail Highway, Umatilla County
   Grade, Pave and Signing Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Fork Clackamas River-Bull Creek
   Clackamas Highway, Clackamas County
   Grade and Pave Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, recon-

struction, or relocation is involved. The primary purpose of this project is to repair flood damaged areas.

4. Tygh Creek and North Fork Mill Creek Bridges
FAS 229 and FAS 509, Wasco County
Structures Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. South Fork Coos River (Landrith) Bridge
FAS 265, Coos County
Structure Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

AUGUST 29 BID LETTING

1. Sutherlin Interchange-Winchester Interchange
Pacific Highway, Douglas County
Grade, Pave and Signing Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Canyonville-Glendale Junction
Pacific Highway, Douglas County
Grade, Pave, Sign and Structure Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Baker Interchange-Pleasant Valley Interchange
Old Oregon Trail Highway, Baker County
Grade, Pave and Signing Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. SE 89th Avenue-SE 106th Avenue
FAU 1073, Multnomah County
Grade, Pave, Signal, Sign and Illumination Project

Bicycle/pedestrian sidewalks will be provided throughout the length of the project.

5. Jap Hollow Creek Culvert
County Road 129, Wasco County
Box Culvert Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Willow Creek Bridges
County Roads 723 and 729, Gilliam County
Bridge Repairs Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states the "Footpaths and bike

trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Mill Street-Walnut Street (Eugene)
Pacific Highway West, Lane County
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

8. Oak Knoll Bikeway Overcrossing
Willamina-Salem Highway, Polk County
Grade, Pave and Structure Project

The purpose of this project is to provide a grade separation structure for bicycles and pedestrians.

9. Campus Drive-O.T.I. (Klamath Falls) Bikeway
City Street, Klamath County
Grade and Pave Project

The purpose of this bikeway is to provide an extension to the previously constructed bikeway to serve Oregon Technical Institute.

10. LaGrande Office Building
Wallowa Lake Highway, Union County
Landscaping Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

These projects will be on the agenda for your consideration at the August 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

JDM:jp js

8064

8-20-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-205-7(27)307 & M-1073(3)

STATE PROJECT NO. S.E. 89TH AVENUE - S. E. 106TH AVE. SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-785 & M-11

COUNTY NAME MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO
Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 7, 1974	AUGUST 7, 1974	INTERSTATE ROUTE 205 AND URBAN ROUTE 1073
		STATE ROUTE NUMBER EAST PORTLAND FREEWAY #64 AND CITY STREET

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION AND SIGNALS.
0.665 MILES TOTAL ESTIMATED COST $1,691,377

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

RAILROAD PROTECTIVE SERVICES	$5,700
STAGE CONSTRUCTION STRIPING	2,500
TEMPORARY LIGHTING	5,000
TEMPORARY EROSION CONTROL	1,000
ON THE JOB TRAINING	2,400

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 2, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-26-74
ORIGINAL TO
L.W. Rulien
with title sheet

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-20-74	G L Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

August 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT P.S. & E. Authorization Request

P.S. and E. documents have been submitted to your department for the following Federal-aid projects, and accordingly, we are requesting your authorization to advertise for bids to be received on August 29, 1974.

I-5-2(78)82 Canyonville-Glendale Jct. Section
I-5-3(98)130 Sutherlin Intchge.-Winchester Intchge. Section
I-80N-7(44)306 S. Baker Intchge.-Pleasant Valley Intchge. Section
I-205-7(27)307 SE 89th Ave.-SE 106th Ave. Section
M-1073(3) SE 89th Ave.-SE 106th Ave. Section
T-HHS-5010(6) Mill St.-Walnut St. (Eugene) Section
ER-284(1) Cow Creek Bridge
ERFO-284(3) Canyon Creek Pass-Canyonville

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property. (5g of PPM 21-12).

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operatons. This statement is supported by previously submitted utility-railroad status reports.

CL:dg

fau

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

7-30-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. M-1073(3)

Highway No. S.E. 89th Avenue-106th Avenue Section

Project Name Foster-Woodstock Couplet (FAU 1073)
(County Portion)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon,

this 30th day of July, 1974

Multnomah County

Oliver L. Domreis

OLIVER L. DOMREIS, Director
Division of Public Works

~~Commissioner~~

~~Commissioner~~

RECEIVED
COUNTY & CITY SECTION
JUL 31 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

COPIES TO:
L.N. RULIEN
R.N. Bothman
J.R. OAKES
J.H. VERSTEEG

7/31/73

fau

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF CITY
ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 25, 1974

Oregon State Highway Division
State Office Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox
County-City Engineer

Subject: Right of Way and Utilities Certificate
S. E. 89th Avenue - S. E. 106th Avenue Section
Foster-Woodstock Couplet FAU-1073 (City Portion)

Gentlemen:

Transmitted herewith a declaration that to the best of our knowledge and belief all rights of way or rights of entry for the subject Federal aid project have been secured. ✓

All public utilities occupying the rights of way have been contacted and have arranged to move, or adjust, their facilities by the contract letting date or will move their facilities during the progress of the contract where required.

Aug-Sept ?
on schedule

Very truly yours,

Wayne J. Oberding

WAYNE J. OBERDING
PROJECT ENGINEER

WJO:ms
cc: Mr. Jack Hesla
Oregon State Highway Division
Metropolitan Office
5821 N. E. Glisan
Portland, Oregon

cc: Mr. L. C. Grouthaus
Oregon State Highway Division
Metropolitan Office
5821 N. E. Glisan
Portland, Oregon

7/25/74
Copies To:
L.W. Rulien
R.N. Bothman
J.R. Oakes
J.H. Versteeg

RECEIVED
COUNTY & CITY SECTION
JUL 25 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☑ CE ☒ BE ☒ DPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. M-1073(3)

Project Name S.E. 89th Avenue-S.E. 106th Avenue Sec'n
Foster-Woodstock Couplet (FAU 1073)
(City Portion)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
COUNTY & CITY SECTION
JUL 25 1974
☐ ENGR. ☑ COOR. ☐ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Signed at Portland, Oregon,

this 24th day of July, 1974.

City of Portland

Mayor

~~Recorder~~ Auditor

R/W File No. ________

8064

bc: R. L. Schroeder
R. N. Bothman
J. B. Boyd
L. C. Grothaus
Jack Hesla
R/W File 48050

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 22, 1974

Mr. Robert E. Sullivan
Portland General Electric Co.
621 SW Alder St.
Portland, OR 97205

Lents Substation Property
SE 89th Ave.-SE 106th Ave. Sec.
SE Foster Rd. & SE Woodstock Blvd.
Multnomah County
R/W File: 48050

Dear Mr. Sullivan:

Reference is made to our letter of April 4, 1974 which made an offer of $10,750 for four parcels of substation property required for the construction of the subject project. It is our understanding that the amount offered does not meet with PGE approval and that you are presently having the property appraised to arrive at a counter offer.

It appears that negotiations will not be completed in time to permit the letting of the subject project as scheduled. We therefore, request that Portland General Electric Company give the State a Permit of Entry to allow the construction of the project.

Three copies of a Permit of Entry prepared by our Right of Way Section are attached for your use. If the Permit of Entry form is acceptable to PGE, please sign and return two copies to this office. The project is presently scheduled for August 29, 1974. Therefore, your cooperation in supplying the Permit of Entry at the earliest possible date will be appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
R. L. SCHROEDER

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

JMC:jrk
Enc.

cc: L. J. Thoreen
Station Design Supervisor
PGE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND, OREGON

RIGHT OF WAY SECTION
RECEIVED
JUL 19 1974
RE ☐ RE ☐ AKA ☐ FS ☐ CA ☐ RS ☐
PMS ☐ AS ☐ CE ☐ US ☐ IA ☐ FAC ☐

DATE July 18, 1974

TO JOHN R. OAKES
Asst. Right of Way Engineer

Louis C. Grothaus

FROM LOUIS C. GROTHAUS
Metro R/W Supervisor

SUBJECT Files with improvements that will affect the contract.
(S.E. 89th Ave.-S.E. 106th Sec.
(Foster Rd.-Woodstock Blvd. Couplet

If the contract is to be let on this job on August 28, 1974, possibly there should be something in the contract regarding each of the following files (all are partials):

File 48018 - Radke (Condemned file)
On this file is a service station building with underground tanks located partially within the needed R/W. Contractor will need to remove building and tanks, clear and grade remainder (lots 1 & 2, Blk 3). On lot 12 Blk 2, partially within the needed R/W is a house that must be removed; basement filled and remainder lot graded (where the house is located). On 9 Blk 2 is another house to be removed.

File 48020 - Rilance (Condemned File)
On lot 5 & 6 Blk 2 is a house that must be removed. Remainder portion of lot to be graded and may require filling a basement.

File 48028 - Litchford (Condemned file)

Contractor will be required to cut 230 sq. ft. from the corner of this low cost woodworking shop building and put a temporary closure wall where the building is cut. (Note: the State's appraisal is based on rehabilitating the building.)

File 48011 - Poole (Condemned file)
Will require the removal of the front porch from a house and the installation of temporary steps to the front door.

File 48012 - Spiegel (Condemned file)
Will require removal of a house-shop combination building located partially within R/W. Also grade remainder lot.

sent copy to L. Freeman 7-19-74 W.G

File 48042 - Haley (Optioned entire property)
There is a house on this property to be turned over to the contractor. We acquired 4,740 sq. ft. of surplus so the contractor probably should grade it for future sale or use.

File 48009 - Van Alst (Optioned partial)
Owner has cut building and put in new wall on his remainder.

The original front wall of the building is now free standing on the portion that was acquired for R/W.

LCG:em

8064 Portland

PLANS AND SPECIFICATIONS REVIEW FOR
ENVIRONMENTAL REQUIREMENTS COVERAGE

Section SE 89th - SE 106th
Highway Foster-Woodstock Couplet
County Multnomah Co.
Date 7-15-74

ENVIRONMENTAL IMPACT STATEMENT: O.K. except for a slight difference in widths on page 5 of E.I.S. Wayne Obdering says this is because the E.I.S. was completed before the final details were worked out. He feels it is O.K.

~~NEGATIVE DECLARATION:~~ (see attached copy of page 5 of EIS)

FISH COMMISSION: None

WILDLIFE COMMISSION: None

DIVISION OF STATE LANDS: None

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: None

OTHER:

existing roadway width. One-way operation will be established by constructing two new connectors between Foster Road and Woodstock Blvd. One is proposed near S.E. 90th Avenue and the other near S.E. Henry Street. Both connectors will be constructed using a basic 60 foot right-of-way, 42 Full line [illegible] 40 foot roadway and two 10 foot pedestrian areas.

Differs slightly

Foster Road presently has a 50 foot roadway and two 5 foot sidewalks within a 60 foot right-of-way. Foster Road will be narrowed to a 44-foot width from the beginning of the project to S.E. Henry Street which will allow two 8 foot sidewalks.

The one-way portion of Foster Road will be striped for three 12 foot travel lanes and an 8 foot parking lane. One of these travel lanes will be used for parking during off-peak perids. Woodstock Blvd. and the new connectors will be striped for two 14 foot and one 12 foot travel lanes. One of the Woodstock Blvd. travel lanes will be used for parking during off-peak periods.

Between S.E. Henry Street and the end of the project, Foster Road will be widened to 68 feet within a future 81 foot right-of-way. This will be done to conform with the remainder of Foster Road to the East. This section of Foster Road will be striped for four lanes of two-way traffic with a 16 foot turning median and no provision for parking. The widening will take place on the north side of Foster Road from S.E. Henry Street to S.E. Woodstock Court, and on the south side of Foster Road from Woodstock Court to the easterly project limit.

Ninety-second Avenue will be widened from 36 feet to 44 feet between Foster Road and Woodstock Blvd. This will allow 8 foot sidewalks within the existing 60 foot right-of-way. The roadway will be striped for two-way traffic

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Multnomah County
Division of Public Works
2115 S. E. Morrison Street
Portland, Oregon 97204

Attention of Mr. Oliver J. Domreis
Director

Request No. (assigned by staff engineer or head of division) cc 1412

Date July 15, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

89th Avenue-106th Avenue Section
Foster/Woodstock Couplet FAU 1073
Multnomah County

FAU Project M-1073(2)

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Itemized Statement:

ADVANCE DEPOSIT $7,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for right-of-way acquisition for subject project.		
		Covered by agreement dated 2/28/73.		6,000
		TO BE RETAINED		$1,200

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 7,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-2548-297

Submitted by:
Richard Unrein, Urban Engineer

Approved:
Asst Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-[illegible])
SP*53422-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S. W. 6th Avenue
Portland, OR 97204

Attention of Mr. Robert E. Rector
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) oc 1413

Date July 15, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

89th Avenue-106th Avenue Section
Foster/Woodstock Couplet, FAU 1073
City of Portland

FAU Project M-1073(2)

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ LPE ☐ CE R ☐ RE x ☐ RPE ☐

ADVANCE DEPOSIT $35,000

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for right-of-way acquisition for subject project.		
		Covered by agreement dated 2/28/73.		32,000
				$ 3,000
		TO BE RETAINED		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 35,000

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-2548-299

Submitted by: ru
Richard Unrein, Urban Engineer

Approved: Don H.
Asst Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

July 10, 1974

Mr. Oliver J. Domreis, Director
Division of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Re: Urban System Project M-1073(3)
Foster/Woodstock Couplet
Right-of-Way Acquisition

Dear Mr. Domreis:

By a copy of this letter we are requesting Mr. Louis C. Grothaus, our Metropolitan Right-of-Way Supervisor, to give you an up-date on the Foster-Woodstock right-of-way acquisition and to also inform you when all rights have been secured.

It may seem somewhat redundant for Multnomah County to furnish the requested certificate but this certificate is required and it also certifies the rights of occupancy and/or adjustment of existing utilities.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer
County & City Unit

RU:ljt

cc: Louis C. Grothaus, Metro

bc: L. W. Rulien
R. N. Bothman
J. R. Oakes

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

7AU

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

DIVISION OF PUBLIC WORKS
(503) 248-3591 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

July 3, 1974

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Richard Unrein
Urban Engineer
Oregon State Highway Division
County and City Section
Highway Building
Salem, Oregon 97310

Re: Urban System Project M-1073(3)
Foster-Woodstock Couplet

Dear Mr. Unrein:

On May 14, 1974 you enclosed two copies of a right of way and utilities certificate for the above referenced project requesting the signature of Multnomah County. The following is an up to date report to the best of our knowledge.

There are only four parcels involved, one of which is owned by PGE and State personnel are negotiating this acquisition. We have no idea whether this is complete or not. An agreement has been reached with the Portland Traction Company regarding the railroad crossing, a copy of which has been forwarded to you and we have received your concurrence. Parcel, file #48052 owned by Sharp and parcel, file #48051 owned by Lutheran Home and/or Publishers Paper were referred to the City by the State, who in turn referred them to our County Counsel for condemnation. We were successful in getting an option signed by the Sharps for their parcel of land. We have been informed that the remaining parcel has been negotiated with Publishers Paper to a satisfactory conclusion.

Until such time as we have received something from the State Right of Way Department regarding the PGE parcel, the Sharp parcel and the Lutheran Home/ Publishers Paper parcel, we do not feel that we can sign this right of way and utilities certificate. In fact, it would appear to us that the State would be in a much better position and know sooner at what time this right of way was cleared. Please keep us informed as to how you would like us to proceed on this matter.

Very truly yours,

Oliver J. Domreis
OLIVER J. DOMREIS
Director

copies to: L.C. Grothaus
R.N. Bothman
J.R. Oakes
Wayne Obeeding

RLB:kf

8064

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: July 2, 1974

In reply refer to: 10-41.6/412.1
XRef: M-1073(2)

SUBJECT: Oregon Project M-1073(2)
Foster - Woodstock Section
File 48018 - Donald Jackson

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Dixon's June 26, 1974 letter requests our comments concerning eligibility for an "in lieu" payment on the basis of loss and nontransferability of the relocatee's gasoline gallonage allotment.

We have reviewed the data submitted and concur in the decision reached by District Relocation Agent Gene St. Clair as outlined in his letter of May 17, 1974 to Mr. Jackson.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 5 '74

Orig Boyd

X

cy Schneider

June 26, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. W. Dixon, Relocation Supervisor
Oregon State Highway Division

SUBJECT: Donald Jackson - Eligibility for payment
"in lieu" of moving
File No. 48018
Foster-Woodstock
S.E. 89th-S.E. 106th Ave.
Multnomah County

In this particular case we are purchasing one of four service stations operated by Mr. Jackson. Our contention is the ownership of the remaining three stations would disqualify him from receiving an "in lieu" of moving payment. He contends that due to loss and nontransferability of the gallonage from the station acquired he should be made eligible for the "in lieu" of moving allowance.

Please review the attached correspondence and comment on this situation.

NOTED
R. L. SCHROEDER

JWD:ks
attachments
cc: F. B. Klaboe
R. L. Schroeder ✓
L. W. Rulien
V. E. Skoog

RECEIVED
JUN 27 1974
Office of
Assistant State Highway Engineer

bc: L. W. Rulien
J. E. Chidsey
R. N. Bothman

June 24, 1974

Mr. Oliver J. Domreis, Director
Multnomah County Public Works Department
2115 S. E. Morrison
Portland, Oregon 97214

Re: S.E. 89th-106th Avenue Section
Foster/Woodstock Couplet (FAU 1078)
Railroad Agreement

Dear Mr. Domreis:

We have reviewed the proposed agreement between the Portland Traction Company and Multnomah County for the alterations to Crossing No. 3702. The agreement appears to be in order and we have no objections to its contents.

Very truly yours,

H. S. Coe
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

cc: Wayne Oberding, City of Portland

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ R RE ☑ RPE ☐

fau

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

DIVISION OF PUBLIC WORKS
(503) 248-3591 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

June 14, 1974

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
State Highway Bldg.
Salem, Oregon 97310

Attn: Mr. Richard Unrein

RE: Foster-Woodstock Couplet
(SE 89th to 106th Ave.)
Portland Traction Co. Agreement

Dear Sir:

Attached is a copy of the proposed Agreement between the Portland Traction Company and Multnomah County, regarding the Foster-Woodstock Couplet. As required by our Urban Systems Project Agreement, Section 4, Railroad Alterations, "Things to be Done by County", paragraph 2: "The County shall enter into any necessary agreements with the Portland Traction Company to cover alterations to their facilities. The County shall submit said Agreement to the State for review before entering into said agreement with the railroad."

Please review this Agreement and make comment, so that we may submit it to the Board of County Commissioners for their approval.

Since time is of the essence, we hope you will give this your immediate attention.

Very truly yours,

OLIVER J. DOMREIS
Director

John McClincy
JOHN McCLINCY
Right of Way Section

RECEIVED
COUNTY & CITY SECTION
JUN 21 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTED
J. M. CARTWRIGHT

JM:lm
Encl. Agreement original to:

6/18/74 Jim Chidsey - please review agreement and let this office know if everything is in order.
Dick Unrein

RECEIVED
COUNTY & CITY SECTION
JUN 18 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

THIS AGREEMENT, made and entered into this ________ day of ____________ 1974, by and between PORTLAND TRACTION COMPANY, an Oregon corporation (hereinafter called "Railroad") and MULTNOMAH COUNTY, a political subdivision of the State of Oregon acting by and through its Board of County Commissioners, (hereinafter called "Second Party").

RECITALS:

By agreement dated July 14, 1966, PORTLAND TRACTION COMPANY granted Second Party certain easements for the construction and maintenance of the highway facilities therein described, in the City of Portland, Multnomah County, Oregon. Second Party has now undertaken, as its "project", the improvement and reconstruction of a portion of S. E. Foster Road in the said City of Portland, which said project includes, without limitation: the reconstruction of the crossing of said S. E. Foster Road with the Railroad's Main Line right of way and tracks at milepost 9.70 (Oregon Public Utility Commissioner's Crossing No. 3702). The Oregon Public Utility Commissioner granted Second Party the necessary authority for said project in docket proceedings No. 674 by Order No. 74-38 dated May 16, 1974.

Second Party's project requires easements from the Railroad, which the Railroad is willing to grant, subject to the terms and conditions hereinafter stated. The word "highway" as used in this agreement refers to the portions of S. E. Foster Road to be reconstructed, altered or signalized as a part of Second Party's project. This agreement is made for the purpose of granting Second Party the easements hereinafter described, to govern the conduct of the project insofar as it affects the Railroad, its operations and facilities, and for the protection of the Railroad and the public, and related matters.

The parties agree as follows:

Section 1. EASEMENTS GRANTED.

(a) So far as it lawfully may do so, but subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement, the Railroad grants to Second Party easements to construct and thereafter to maintain, repair, renew and use a public highway upon and along that part of the Railroad's right of way shown tinted Blue on Exhibit "A", and described as Parcel #1 in Exhibit "B".

(b) In consideration for the easements granted as aforesaid, Second Party shall and will do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement.

(c) Said easements are granted only insofar as the Railroad lawfully may grant the same, and the Railroad makes no covenant or warranty of title, for quiet possession or against encumbrances. Said easements include only the Railroad's property identified in paragraph (a) of this section and no other property; and

RECEIVED
COUNTY & CITY SECTION
JUN 18 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Second Party, by virtue of this grant, shall not encroach upon, occupy or use any other property of the Railroad, and shall not permit others acting under its authority to encroach upon, occupy or use any other property of the Railroad. Second Party's use of said property shall be subject to the safety measures set forth in Section 5 of this agreement.

(d) The Railroad grants to Second Party only easements for the purposes aforesaid and no other or greater estate. Second Party shall not use or permit use of said property or any part thereof for any other purpose. Without limiting the foregoing, Second Party shall not use or permit use of said property or any part thereof for railroad purposes, or for gas, oil or gasoline pipelines. Second Party may construct lines on said property for the purpose of conveying electric power or communications incidental to its use of the property for highway purposes, provided such lines are constructed in accordance with the specifications and requirements of the Railroad and in such manner as not adversely to affect communication or signal lines of the Railroad or its licensees now or hereafter located upon said property. No nonparty shall be admitted by Second Party to use or occupy any part of the Railroad's property for any purpose, except as specifically provided for herein, without the Railroad's written consent. Nothing herein shall obligate the Railroad to give such consent, which, if granted, may be subject to such terms and conditions as the Railroad, in its sole discretion, may deem to be necessary or convenient. If at any time said property of the Railroad, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or parts thereof shall cease and terminate.

(e) The easement(s) hereby granted are subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said easement(s), and also to any and all extensions and renewals of said existing encumbrances and rights. Second Party shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's said property, unless Second Party, at its own expense, settles with and obtains release from such nonparties on mutually satisfactory terms.

(f) The Railroad reserves the right to use and to grant to other parties the right to use said property for any and all purposes not inconsistent with the easement(s) hereby granted. Said purposes include, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing and additional wire lines, pipelines, roads, tracks, facilities and appurtenances, located or to be located either wholly or partly within said property, in such manner, however, as not to damage the highway facilities located on said property; the right to attach signal, communication or power lines and facilities to any highway facilities located upon said property, subject, however, to Second Party's policy on utility installations and approval by Second Party of detailed plans of the proposed attachment; and the right to use, occupy, cross and operate across said property and the highway facilities located thereon, with track equipment and off-track equipment.

(g) Second Party will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against said property, excepting taxes levied upon and against said property as a component part of the Railroad's operating property as a whole.

(h) If any property or rights other than the easement(s) hereby granted are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, Second Party will acquire all such other property and rights at its own expense and without expense to the Railroad.

Section 2. CONSTRUCTION OF HIGHWAY.

(a) Second Party, at its own expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the project contemplated by this agreement and each and every part thereof, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained. All construction work by Second Party shall be performed in accordance with the terms and conditions imposed by said public authority in granting its approval, and in accordance with this agreement. Second Party shall abide by and perform each and all of the stipulations made by it incident to securing said approval.

(b) Except as may be otherwise provided in Section 3 of this agreement, Second Party, at its own expense, and without expense to the Railroad, will furnish all labor, material and equipment necessary for and shall and will construct and complete said highway and all appurtenances thereof. As used in this agreement, "appurtenances" shall include, without limitation, any grade separation structure constructed pursuant hereto, the paving in the highway area, including paving between the rails and adjacent but outside thereof, all embankment slopes between the highway and the Railroad's tracks, all necessary and proper drainage facilities, all street lighting, highway signals and advance warning signs necessary or appropriate to inform or warn the traveling public with respect to any and all crossings of the railroad and the highway, and all necessary and proper guardrails or barriers between the highway and the Railroad's tracks and facilities, which guardrails or barriers shall be of suitable design and adequate to confine highway traffic, and to protect the Railroad's property and facilities and any highway-rail protective devices. Upon completion of the work, Second Party shall remove from the Railroad's property all temporary structures and falsework, and will leave said property in a condition satisfactory to the Railroad.

(c) The Railroad will receive no ascertainable benefit from the construction of the project and, except as may be specifically provided herein, shall not be required to pay or contribute any part of the cost thereof. If said project is to be financed in whole or in part by Federal funds, all construction work by Second Party shall be performed in accordance with the Federal Act, Federal regulations and with this agreement.

(d) All construction work of Second Party upon the Railroad's property (including, but not limited to, construction of the highway and all appurtenances and all related and incidental work) shall be performed and completed in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative and in accordance with detailed plans and specifications prepared by and at the expense of Second Party, and approved in writing by the Railroad's Chief Engineer.

(e) If the project includes construction of a structure over which trains are to be operated, or for which the Railroad has any responsibility for maintenance, Second Party shall furnish the Railroad permanent reproducible prints of all design and shop drawings as soon as possible after approval by the Chief Engineer of the Railroad or his authorized representative. Upon completion of construction, Second Party shall furnish the Railroad two sets of "as constructed" prints and, in addition, upon request of the Chief Engineer of the Railroad, "as constructed" permanent reproducible prints of all or any portion of the structure. If the project includes construction of a structure over or adjacent to the Railroad's tracks, Second Party shall furnish the Railroad two sets of prints of final approved drawings with "as constructed" information inserted thereon.

(f) All construction work of Second Party shall be performed diligently and completed within a reasonable time, and in any event within three years from the effective date of this agreement, or within such further period of time as may be specified in writing by the Railroad's General Manager. No part of said work shall be suspended, discontinued or unduly delayed without the Railroad's written consent, and subject to such reasonable conditions as the Railroad may specify. It is understood that the Railroad's tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays in the work of Second Party and its contractors. Second Party, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroad because thereof.

Section 3. WORK TO BE DONE BY RAILROAD.

(a) The Railroad may make any and all changes, alterations or relocations, whether temporary or permanent, which in its judgment may be or become necessary or expedient because of the project. Such work shall include, without limitation, the work detailed in Exhibit "C" attached hereto and incorporated herein, for which the Railroad will furnish all necessary labor, material and equipment.

(b) Second Party will reimburse the Railroad for the entire cost and expense of performing all work referred to in paragraph (a) of this section. Rental rates for any item of equipment necessary to the job and not included in said Billing and Contracts' Bulletin will be established on an individual basis and agreed to by the parties. Bills for reimbursement shall be paid by Second Party promptly upon receipt thereof, in the manner and at the time provided therein. The Railroad will submit to Second Party bills for flagging and other protective services and devices currently during progress of the work contemplated by this agreement. The Railroad will submit complete billing for flagging and other protective Services within 120 days after completion of the project, provided Second Party advises the Railroad of the commencement of the 120-day period by giving the Railroad written notification of completion of the project.

Section 4. MAINTENANCE.

(a) Subject to the provisions of paragraphs (b) and (c) of this section, after completion of the project, Second Party, at its own expense and without expense to the Railroad, shall and will keep and maintain the highway within the easement areas shown colored Blue on Exhibit "A", and described as Parcel #1 in Exhibit "B", and all appurtenances thereof, in good condition and repair and so as not to jeopardize, damage or interfere with the Railroad's property, facilities or operations.

(b) After completion of the project by Second Party, the County shall install and maintain any and all additional or supplemental lighting, signs or signals (other than the automatic flashing light signals and gates to be installed pursuant hereto) at said crossing which thereafter are necessary or appropriate to inform or warn the traveling public with respect to said S. E. Foster Road grade crossing.

(c) The Railroad, at its own expense and without expense to Second Party or the County, shall:

(1) maintain the track structure and other railroad facilities within the property described as Parcel #1 in Exhibit "B", and shall maintain the flashing light signal re-installed pursuant to this agreement;

(2) repair or replace any paving damaged in the course of maintenance or repair of its track structure

(d) If at any time the Railroad shall elect or be required by competent public authority to raise or lower the grade of all or any part of the Railroad's property upon which said S. E. Foster Road grade crossing is constructed, the County shall at once alter or change that portion of said crossing to be maintained by it so as to conform to the change of grade required by the Railroad, and the provisions hereof shall thereafter apply to such crossing as so changed.

(e) In the event a future change in S. E. Foster Road necessitates replacing or moving the flashing light signals heretofore installed or re-installed pursuant to this agreement, the expense incurred therefor shall be regarded as part of the cost of the highway change, and shall be borne by the party responsible for maintaining the highway facility. In the event a future change in the railroad necessitates replacing or moving one or more of said flashing light signals, the expense incurred therefor shall be regarded as a part of the cost of the railroad change and borne by the Railroad.

Section 5. SAFETY MEASURES.

All work of Second Party contemplated by this agreement shall be performed and accomplished without interruption to or delay of operations of the Railroad or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of the Railroad's operations and communications are of the utmost importance, and in order that the same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of Second Party that:

(a) All references in this section to Second Party and its work shall include, besides Second Party, its contractors, subcontractors, officers, agents and employees, and others acting under its or their authority; and all references in this section to work of Second Party shall include such work, not only within the Railroad's property, but also in the vicinity thereof, but outside of the Railroad's property.

(b) Second Party shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's tracks or facilities or any communication or signal lines, installations or appurtenances of any thereof. Second Party shall shelter and protect the Railroad's said property as required by the Railroad.

(c) Second Party, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroad or of others lawfully using or occupying the Railroad's property or facilities; and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad or such others may be responsible, or to property of the Railroad or such others.

(d) If at any time Second Party's engineers and the Chief Engineer of the Railroad or their respective representatives shall be of the opinion that any work of Second Party is being or is about to be done or prosecuted without due regard and precaution for safety and security, Second Party shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(e) Second Party shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroad's property by Second Party at its own expense or by the Railroad at the expense of Second Party, and any damage caused thereby shall be promptly restored and repaired by Second Party at its own expense, or by the Railroad at the expense of Second Party.

(f) Second Party shall not discharge any explosives on or in the vicinity of the Railroad's property (i) if in the sole discretion of the Railroad's Chief Engineer such discharge would be dangerous or would interfere with the Railroad's property or facilities; and (ii) unless adequate notice thereof is given to the Railroad. For the purposes hereof, the "vicinity of the Railroad's property" shall be deemed to be any place in such close proximity to the Railroad's property that the discharge of explosives could cause injury to the Railroad's employees or other persons on the Railroad's property, or cause damage to or interference with the facilities or operations on the Railroad's property. Unless the Railroad's Chief Engineer shall agree to a shorter notice with respect to a particular proposed discharge of explosives, "adequate notice" shall be deemed to require not less than forty-eight (48) hours' notice, exclusive of weekends and holidays. The Railroad reserves the right to impose such conditions, restrictions or limitations on the transportation, handling, storage, security and use of explosives as the Railroad in its sole discretion may deem to be necessary, desirable or appropriate. In addition to any conditions, restrictions or limitations as may be specifically imposed:

(1) Any explosives loaded in holes or placed or otherwise readied for discharge on a day shall be discharged on the same day during daylight hours, and at such times and in such manner as will not endanger the Railroad's employees or property or interfere with the Railroad's operations.

(2) Second Party, at its own expense, shall take all measures and precautions and construct all temporary shelters necessary to guard and protect the Railroad's employees, property, facilities and operations against danger of damage, destruction or interference arising out of or connected with any blasting or any transportation, handling, storage, security or use of explosives on or in the vicinity of the Railroad's tracks, property or operations.

(3) Second Party shall require at all times that explosives be transported, handled, stored or otherwise secured and used in a manner satisfactory to the Railroad and in accordance with local, state and Federal laws, rules and regulations, including, without limitation, U. S. Department of Labor, Bureau of Labor Standards, Safety and Health Regulations for Construction, 29 CFR Part 1518, Subpart U----"Blasting and the Use of Explosives"; and Occupational Safety and Health Administration Occupational Safety and Health Standards, 29 CFR Part 1910, Subpart H----"Hazardous Materials".

(g) Second Party shall not place any combustible material upon or about the premises of the Railroad, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroad to be obstructed, nor obstruct or interfere with the drainage ditches, drainage facilities or water facilities of the Railroad.

(h) If Second Party shall excavate from existing slopes adjacent to the tracks of the Railroad or create new slopes in the performance of any work contemplated hereby, Second Party shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroad.

(i) Second Party, at its own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. Second Party, at its own expense, shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from the Railroad's culverts and drainage facilities), so that said waters may not because of any facilities or work of Second Party be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others.

(j) Before commencing any construction or other substantial work contemplated by this agreement, Second Party shall notify the Superintendent of the Railroad of the time when such work shall commence. Said notice shall be given not less than forty-eight (48) hours, exclusive of weekends and holidays, prior to the time work is to commence. Second Party shall cooperate with the Railroad in every reasonable way for the adequate protection of the Railroad's facilities and operations during progress of the work.

(k) Second Party shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to adversely affect the tracks or facilities of the Railroad.

(l) Second Party, at its own expense, shall and will install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by it in connection with construction, maintenance or other work of any kind contemplated by this agreement. Said shoring and cribbing shall be constructed and maintained with such materials and in such manner as to withstand all stresses likely to be encountered, including, but not by way of limitation, any stresses resulting from vibration caused by the Railroad's operations at or in the vicinity of such work; and such shoring and cribbing shall be installed and maintained in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative.

(m) The responsibility of Second Party for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroad's approval of plans and specifications, or by the Railroad's collaboration in performance of any work, or by the presence at the worksite of the Railroad's representatives, or by compliance by Second Party with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the project, Second Party will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

Section 6. INSURANCE.

(a) Before work is commenced on the project, and thereafter before commencement by any contractor for Second Party of any maintenance work on the highway within any easement area described herein or shown on the exhibit(s) attached hereto, Second Party, without expense to the Railroad, shall furnish and deliver to the Railroad, or shall require each of its contractors to furnish and deliver to the Railroad, a public liability and property damage insurance policy or policies in favor of the Railroad; and Second Party, without expense to the Railroad, at all times during progress of and until final completion of the project, and until completion of such maintenance work, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect. The Railroad, upon request of Second Party, may purchase any such policy for which Second Party is responsible pursuant hereto, and Second Party shall reimburse the Railroad for the full amount of the cost of such policy.

(b) Said public liability insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees of the Railroad, as well as other persons, and the term "property" as herein used shall include, as well as other property, property owned by and property in the care, custody or control of the Railroad.

(d) Each such insurance policy shall be issued by a reliable insurer satisfactory to the Railroad and authorized to do business in the state in which the work is to be performed, and each such policy shall be in form and substance satisfactory to the Railroad. The original and one true and complete copy of said policy or policies shall be delivered to and remain in the possession of the Railroad.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided in United States Bureau of Public Roads Memorandum No. 20-12 dated June 30, 1967, as amended. Each such policy or policies shall cover all work to be performed and all operations to be conducted under this agreement.

Section 7. INJURY AND DAMAGE.

If Second Party or its contractors, subcontractors, officers, agents or employees, or others acting under its or their authority, in the performance of any work contemplated by this agreement, or by the failure to do or perform anything for which it is responsible under the provisions of this agreement, shall injure, damage or destroy any property of the Railroad or of any other corporation, person or firm lawfully occupying or using the property of the Railroad, such damage shall be restored by Second Party at its own expense or by the Railroad at the expense of Second Party.

Section 8. DEFAULT.

If Second Party shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroad, in addition to any other rights and remedies it may have, may perform any work which in the judgment of the Railroad is necessary to place said highway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and Second Party will reimburse the Railroad for the expense thereof.

Section 9. EFFECTIVE DATE.

This agreement shall become effective as of the date first herein written, or as of the date on which work on the said project was commenced, whichever is earlier.

Section 10. OTHER RAILROADS.

All protective and indemnifying provisions of this agreement shall inure to the benefit of the Railroad and any other railroad company or companies at any time lawfully using the Railroad's property or facilities.

Section 11. PRIOR AGREEMENT.

A portion of the easement area described as Parcel #1 in Exhibit "B", was heretofore included in the grant of easement from Portland Traction Company to Second Party in instrument dated July 14, 1966. It is agreed that as respects said Parcel #1, the terms and provisions of this agreement shall supersede said instrument dated July 14, 1966, and the relative rights and responsibilities of the parties hereto with respect to said easement areas shall be governed exclusively by this agreement.

Section 12. SUCCESSORS AND ASSIGNS.

This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties have executed this agreement, in duplicate, as of the day and year first herein written.

PORTLAND TRACTION COMPANY

By________________________
President

COUNTY OF MULTNOMAH

By________________________
Chairman

By________________________
Commissioner

By________________________
Commissioner

Attest:

____

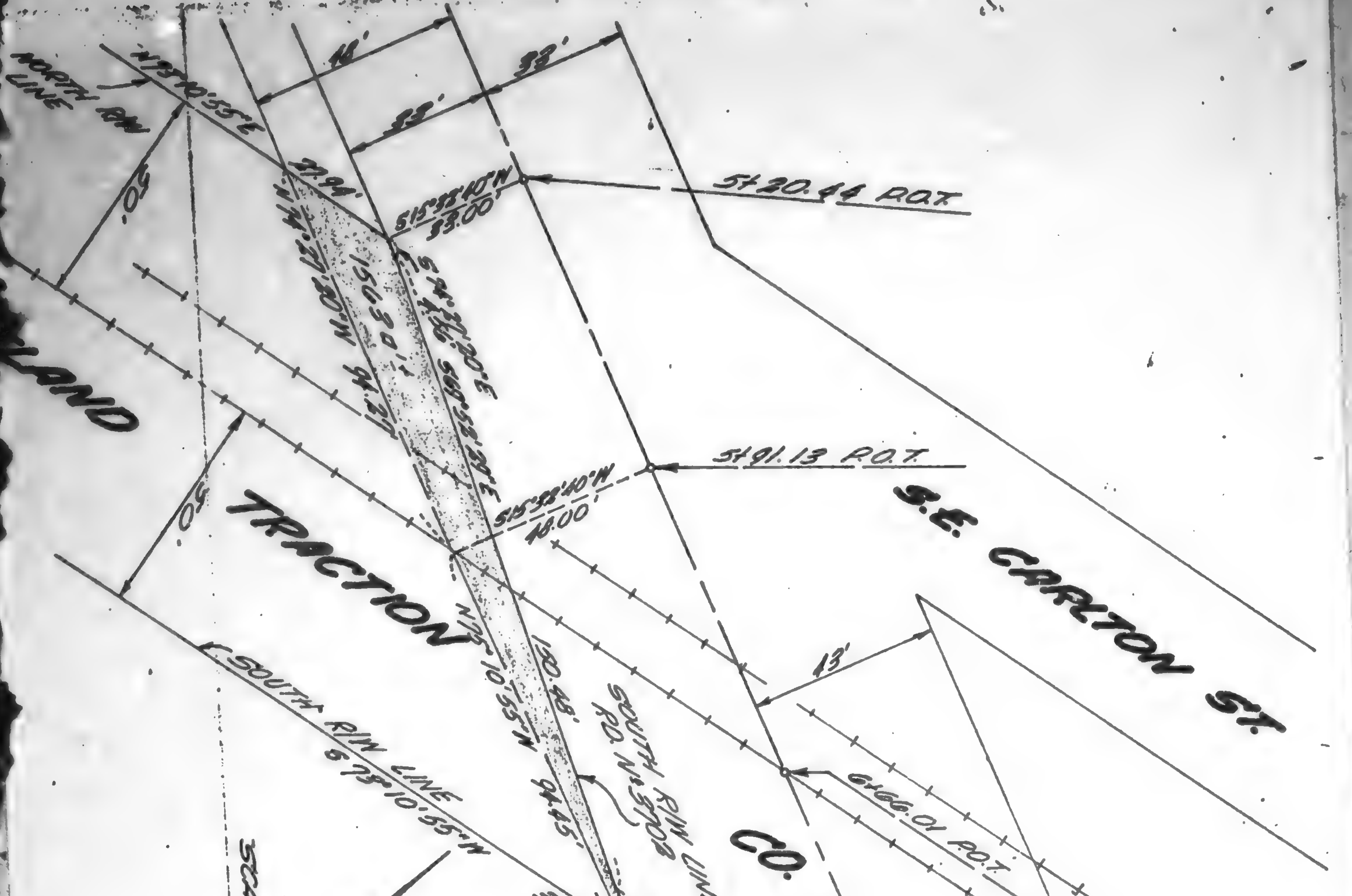

NORTH R/W LINE
N78°10'55"E
14'
33'
33'
33'
50'
50'
37.94'
N74°27'20"W 94.27'
156.30'
S74°27'20"E
S15°32'40"W 33.00'
51+20.44 P.O.T.
51+91.13 P.O.T.
S15°32'40"W 48.00'
N78°10'55"W
180.48'
94.45'
3.25'
19.30'
SOUTH R/W LINE RD. No. 3702
SOUTH R/W LINE S78°10'55"W
LAND
TRACTION
CO.
S.E. CARLTON ST.
13'
61+66.01 P.O.T.
15'
S74°27'20"E
R.R.
℄ RD. No. 3702
S.E. FOSTER RD.
RD. No. 3702
SCALE 1" = 30'

EXHIBIT A

S. E. [illegible]STER RD. #3702
Item 74-52, Parcel #1

PORTLAND TRACTION CO.

DESCRIPTION

A parcel of land in Section 15, T1S, R2E, W.M., Multnomah County, Oregon, described as follows:

Beginning at the intersection point of the southerly right of way line of S. E. Foster Road, County Road No. 3702, with the northerly right of way line of the Portland Traction Company Railroad, said intersection point bears S. 15°32'40" W. 33.00 feet from Engineer's Centerline Station 5+20.44 P.O.T.; thence S. 74°27'20" E. along the aforesaid southerly right of way line of S. E. Foster Road, a distance of 4.56 feet; thence S. 69°52'29" E. continuing along said southerly right of way line a distance of 150.48 feet; thence S. 74°27'20" E. continuing along said southerly right of way line a distance of 13.29 feet to its intersection with the southerly right of way line of the aforesaid Portland Traction Company Railroad; thence S. 73°10'55" W. along said Railroad southerly right of way line a distance of 3.25 feet; thence N. 75°10'55" W. a distance of 94.45 feet to a point that bears S. 15°32'40" W. a distance of 48.00 feet from Engineer's Centerline Station 5+91.13 P.O.T. of the aforesaid centerline of S. E. Foster Road, County Road No. 3702; thence N. 74°27'20" W. parallel to and 48.00 feet southerly (when measured at right angles) of the aforesaid centerline of S. E. Foster Road, 94.27 feet to a point in the northerly right of way line of the Portland Traction Company Railroad; thence N. 73°10'55" E. along said northerly right of way line 27.94 feet to the point of beginning.

Containing 1563 square feet, more or less.

Basis of Bearings: S. E. Foster Road, County Road No. 3702.

EXHIBIT C

C.C.
911/

DETAIL OF ESTIMATE

GMO ☐☐☐☐☐ MO. YR ☐☐☐☐

SHEET 1 OF 1 SHEETS

FORM 30 NO.

LENTS SPRINGWATER LINE, OPE.: WIDEN FOSTER ROAD GRADE X-ING #4A-9.70.

O-8-MUL-
PORTLAND TRACTION CO.

ACCT. CODE	EIN.	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
		SUNDRIES - EXTEND GRADE X-ING 22 TF:						
		RENEW BALLAST IN X-ING AREA	CY	16	65	70		
		RENEW CROSS TIES IN X-ING AREA	EA	24	50	155		
		RELAY 4-70# RAILS WITH 90# RAILS	LF	132	200	60		(60 NC)
		REPLACE 70# A.B. JTS. W/90# JTS, SH	PR	4		15		(10 NC)
		REPLACE 8" TIE PLATES WITH 10"	EA	72		20		(20 NC)
		RENEW TRACK SPIKES, N	EA	144		20		
		EXTEND PAVING WITH 6" A.C.	SF	440	220	225		
4 7	001	EXTEND GRADE CROSSING	TF	22	535	565		
	002	FREIGHT					35	
	003	EQUIPMENT RENTAL					105	
	004	PRELIMINARY ENGINEERING			100			
	005	LABOR ADDITIVES					320	
	006	CONTINGENCIES			65	55	45	
					700	620	505	
		DR. SUNDRIES (OREGON STATE HIGHWAY DIVISION) (CASH CR. #100)						182
		SALVAGE						
		RAIL, 132 LF-70# RAIL, SH	NT	1.54		45		
		TRIM. 70#, SH	LT	1		25		
						70		
		CR. SUNDRIES (ORE. STATE HIWAY DIV'N.)						7
		DR. M.O.H. (CASH)						7

DETAIL OF ESTIMATE

GMO ☐☐☐☐☐ MO. YR. ☐☐☐

SHEET 2 OF 2 SHEETS

FORM 30 NO.________

911,
CE-
0-0-MUL-7

LENTS, SPRINGWATER LINE, OPE.: WIDEN FOSTER ROAD GRADE X-ING #4A-270. PORTLAND TRACTION C

ACCT. CODE	EIN.	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
		SUNDRIES - RELOCATE SIGNAL FACILITIES:						
4 5	001	RELOCATE CANT. FL. LT. SIGNAL	EA	1	500	200		
4 5	002	RELOCATE SIG. CASE	EA	1	150	100		
4 5	003	RELOCATE POLE	EA	1	50	50		
		SUB TOTAL			700	350		
	004	EQUIP. RENTAL					120	
	005	FREIGHT					25	
	006	LABOR ADDITIVES					350	
	007	CONTINGENCIES			70	35	50	
					770	385	545	
		DR. SUNDRIES (MULTNOMAH COUNTY)						1700

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

May 29, 1974

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: FOSTER-WOODSTOCK PROJECT

TO: MEMO TO THE FILE

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ■ [✓ UE]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

The following items are recorded for future comments.

This is a key example of the City doing preliminary engineering from which the right of way descriptions were written for acquisition in accordance with the final design accomplished by the State Highway Division. The result - a mess. ✓

Examples include a negotiation for additional right of way and easement within the existing right of way: i.e. the description of a portion of property extended out to 39' from center line where the existing right of way description provided right of way out to 40'; in that case, we were negotiating for our own property.

Other examples included construction easements inside of buildings. In one case a drafting table jockey struck a line for easements assuming a need for easements for construction without knowing what the physical characteristics of the property actually were.

Also apparently notice of intent to file an R/C occurred prior to Metro Design reviewing the need - we did not review the R/W easements prior to filing an R/C. Again, this developed because of the City's preliminary engineering and in turn they reviewing the R/C filed by the State R/W (Metro section) through the City of Portland R/W unit. That resulted in an entanglement of erroneous activities delaying the project. ✓

Next point of issue is the informal notice I received from Versteeg advising that the project had been pulled from the letting. The Project Management Section indicated this had been done by the Right of Way Section, in particular John Oakes. The Right of Way Section, through Bruce Boyd, advised it had been pulled by the Project Management Section. When pinning both down, the blam was placed on the ~~FHWA. At a later point~~ Boyd advised that the responsibility had been with County/City, through Don Harwell. At this point I can't pin down who did actually pull the project; Boyd is working on this issue.

ar

cc Bothman
Harwell

not true
I said Don
had relayed info
but not involved
To project ~~management~~
FHWA suggested
Removing from bid
because of change in
rules - rest of problem
because of number of
people involved &
misunderstanding
final problems
difficult [illegible]
6/3/74

8064

5-23-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-115

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-23-74

BY (Signature): L. W. RULIEN'S MAY 22, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 11 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
11	M-1073(3)	0.665	1,184,000	925,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
S.E. 89TH AVE. - S.E. 106TH AVE. SECTION MULTNOMAH COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION AND SIGNALS.

RECEIVED
HWY ENGR
24 '74
REFER TO
Dury - Hunter
5-28-74
FOR
Info

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL UTILITY PREPARATORY WORK.

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE: 5-23-74

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM PR-68
(Rev. 8-71)

May 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Mullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1073(3), S.E. 89th Ave.-S.E. 106th Ave. Section

We are submitting program data for one Urban System project, Item No. 11, Project No. M-1073(3), which we desire to have included in the Federal-aid Urban System Highway Program.

This project was initiated by the City of Portland.

The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 have been previously furnished under Project M-1073(1) and M-1073(2).

We further request your authorization to proceed preparatory work required by the City of Portland Water Department and Portland Traction Company for their phase of the project.

The work under this project is to be accomplished in the same contract with Project I-205-7(27)307. It is our present intention to receive bids for these projects on June 20, 1974.

Enc.

RNC:js

Budget Bureau No. 41

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 5-22-74

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., S.E. Foster Rd.(89th-106th) Portland	ADT	PRESENT 10,000	FUTURE 11,500	YEAR 94	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave. Illum. & Signals	NATL. FOREST	FH ROUTE NO.	SUPV ABCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) M-	NUMBER 107

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Multnomah	
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 1073	STATE City St.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUN
5					PE		City St., S.E. Foster Rd. from S.E. 89th Ave. to S.E. 106th Ave. in Portland					
5					ROW							
5					CONST (CODE) 6203		(S.E. 89th Ave.-S.E. 106th Ave. Section)	0.665	1,184,000	925,000	129,500	118,500 11,000
							PROJECT TOTALS	0.665	1,184,000	925,000	129,500	129,500

CARD 1 CODE 1 PREPARED BY

1 14 PROGRAM APPROVAL DATES

REMARKS
Additional Data: Items 2
M-1073(1) and M-10

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-22-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

...ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
...ty St., S.E. Foster Rd.(89th-106th) Portland		10,000	11,500	94	10	Oregon	41	W32	11

...ORK (35 typewriter	NATL. FOREST	FX ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. / DESIG.
Pave. Illum. & Signals					M-	1073(3)		

Urban System

Portland

COUNTY NAME: Multnomah — CODE 051

ROUTE NO. U — FEDERAL-AID 1073 — STATE City St. — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City St., S.E. Foster Rd. from S.E. 89th Ave. to S.E. 106th Ave. in Portland						Gr., Dr., 4-12' lanes H.T. Pave., 16' median with 5' L & 8' R sidewalks; illum.; traffic & R.R. signals; signing; pave. striping. Adj. of R.R. and utility facilities inc. prep. work.
OW								
ONST (CODE) 6203		(S.E. 89th Ave.-S.E. 106th Ave. Section)	0.665	1,184,000	925,000	129,500	118,500 (City) 11,000 (Co.)	ROW - 80' normal; Access Control - partial; Parking Restrictions- partial.
		PROJECT TOTALS	0.665	1,184,000	925,000	129,500	129,500	

...OVAL DATES

REMARKS
Additional Data: Items 2 and 5, Project Nos. M-1073(1) and M-1073(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. 89TH AVE.-S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION

PROJECT NO. M-1073(3)

Project Data: The couplet will tie into sections of Foster Rd. and Woodstock Blvd. being reconstructed within the limits of I-205. New connections between Foster Rd. and Woodstock Blvd. near 90th Ave. and Henry St. will be constructed to a 40-foot (3-lane) curbed section with 10' sidewalk/bikeways. The one-way portion of Foster Rd. from 89th Ave. to S.E. Henry St. will be constructed to a 44-foot curbed section which will provide three 12-foot travel lanes and an 8-foot parking lane and 8-foot sidewalks. Foster Rd. from S.E. Henry St. to 106th Ave. will be widened to a 68-foot curbed section to provide 4 lanes of two-way traffic with a 16-foot median and 5-foot left and 8-foot right sidewalks. Revise existing traffic and railroad crossing signals, provide traffic signing, striping,illumination, and other incidental work.

Information for PR-37:

Type Code Y060, Work by Portland Water Dept.	$5,000
Type Code Y060, Work by Portland General Electric	2,000
Type Code Y040, Work by Portland Traction Co.	1,825
Type Code Y012, Work by Portland Traction Co.	1,700

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

Railroad Data:

Name of Railroad	Portland Traction Company
Number of Tracks	Two (1 main, 1 siding)
Number of Trains	Two per day
No. of High Speed Trains	None
Existing Protection	Flashing light, X-Bucks & Adv. warning
Proposed Protection	Flashing light, X-Bucks & Adv. warning
Railroad Protection	None

Public Hearings: Held June 15, 1973, Certifi
Section 128 "Public Hearings" of Title 23 U.S.
our letter of September 13, 1973.

Design Approval: FHWA memo of January 4, 1974

Control of Utilities: The State has the legal
the use by utilities of the right-of-way on th
City-County agreement to comply with paragraph
executed on February 28, 1973.

NOTE: (1) On-the-job trainees, as set forth
7-2(2), on this project will be de
and the number stipulated in the

(2) This project is in Congressional

(3) The work under this project is to
same contract with Project I-205-
contract will be known as "S.E. 89
Section".

S.E. 89TH AVE.-S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION

PROJECT NO. M-1073(3)

t Data: The couplet will tie into sections of Foster Rd.
odstock Blvd. being reconstructed within the limits of
New connections between Foster Rd. and Woodstock Blvd.
0th Ave. and Henry St. will be constructed to a 40-foot
e) curbed section with 10' sidewalk/bikeways. The one-way
n of Foster Rd. from 89th Ave. to S.E. Henry St. will be
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t travel lanes and an 8-foot parking lane and 8-foot
lks. Foster Rd. from S.E. Henry St. to 106th Ave. will
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y traffic with a 16-foot median and 5-foot left and
right sidewalks. Revise existing traffic and railroad
ng signals, provide traffic signing, striping, illumination,
her incidental work.

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ype Code Y060, Work by Portland General Electric	2,000
ype Code Y040, Work by Portland Traction Co.	1,825
ype Code Y012, Work by Portland Traction Co.	1,700

Action, Airports, Water Development, Historical and
tional Areas: None involved.

d Data:

ame of Railroad	Portland Traction Company
umber of Tracks	Two (1 main, 1 siding)
umber of Trains	Two per day
o. of High Speed Trains	None
Existing Protection	Flashing light, X-Bucks & Adv. warning
Proposed Protection	Flashing light, X-Bucks & Adv. warning
lroad Protection	None

Public Hearings: Held June 15, 1973. Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of September 13, 1973.

Design Approval: FHWA memo of January 4, 1974.

Control of Utilities: The State has the legal authority to control the use by utilities of the right-of-way on this project. A State-City-County agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on February 28, 1973.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 3.

(3) The work under this project is to be accomplished in the same contract with Project I-205-7(27)307. The overall contract will be known as "S.E. 89th Ave.-S.E. 106th Ave. Section".

8064

5-23-74

TRANSACTION NUMBER 5-116

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-23-74

BY (Signature): L. W. RULIEN'S MAY 22, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 785 THRU ______

ITEM NO.	PROJECT NOS.	*LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
785	I-205-7(27)307	0.0	550,000	507,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
S.E. FOSTER ROAD - S.E. WOODSTOCK BLVD. SECT. MULTNOMAH COUNTY - STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT ILLUMINATION AND SIGNS.

RECEIVED
STATE HWY ENGR
MAY 24 '74
REFER TO [illegible]

Info | Inves | D/D | O/R | Sign | [illegible] | File

Dwg - 5-28-74

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-23-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 915-690

Glenn Pillers

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

September 29, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

COLUMBIA RIVER - SE SUNNYSIDE ROAD SECTION

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

The Fish Commission notes that fish passage and water quality must be maintained on the Columbia River crossing.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

BEN GIFFORD

cc: 10-8-70
R. E. Simpson, FHWA
Frank L. Hall
D. H. Moehring
H. S. Cox
R. E. Royer
L. W. Rulien
John Sheldrake
R. N. Chase ✓

Young
10-7-70

NOTED
R N CHASE

NOTED
F. B. W

RECEIVED
OCT 7 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
OCT 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

Gifford

Budget Bureau No. 41-R2067:
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1 (REV. 4-61)

5-22-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-205, S.E. Foster Rd. & S.E. Woodstock Blvd. 21 65	**ADT**	PRESENT 26,000	FUTURE 63,000 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave., Illum., Sign 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. ▨	SUPV AGCY ▨	DA CLASSIF. ▨	DA AREA ▨	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 205-7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah				CODE 05
	NAME OF URBAN AREA Portland 17-51	ROUTE NO. I	FEDERAL-AID I-205 (32)	STATE 64 (36)	U.S. (37) I-205	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-205, S.E. Foster Rd. and S.E. Woodstock Blvd. (Portland), approx. 0.18 mi.					
5					**ROW**							
5					**CONST** (CODE) 6203		"S.E. Foster Rd.-S.E. Woodstock Blvd. Sec."	0.0	550,000	507,000	43,000	
							PROJECT TOTALS	0.0	550,000	507,000	43,000	
									(16) (23)	(24) (33)		

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS
Additional Data: Items 252, 44
I-205-7(2), (6) & (13) respecti
M-2 & M-5; Projects M-1073(1) &

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-22-74

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-205, S.E. Foster Rd. & S.E. Woodstock Blvd.		26,000	63,000	94	10	Oregon	41	042	785

OPOSED WORK (35 typewriter	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. (I. Projects Only)	DESIG.
.T. Pave., Illum., Sign				I-	205-7	(27)	307	

FUNDS: Interstate

COUNTY NAME: Multnomah — CODE: 051

EA: Portland

ROUTE NO. I — FEDERAL-AID: I-205 — STATE: 64 — U.S.: I-205

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	R FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205, S.E. Foster Rd. and S.E. Woodstock Blvd. (Portland), approx. 0.18 mi.						Gr., dr., H.T. pave. a 62' curbed section with 3-12' lanes, 1-12' left turn lane, 1-10' shldr. area, 1-4' curb off-set, 8' walks on L and 3' berm on R on both streets. Const. two ramp connections. Install illum. & signing.
ROW								
CONST (CODE) 6203		"S.E. Foster Rd.-S.E. Woodstock Blvd. Sec."	0.0	550,000	507,000	43,000		ROW - 600' min; Access control- full; Parking restrictions- complete.
PROJECT TOTALS			0.0	550,000	507,000	43,000		

ED BY

APPROVAL DATES

REMARKS
Additional Data: Items 252, 445 & 543; Projects I-205-7(2), (6) & (13) respectively and also Items M-2 & M-5; Projects M-1073(1) & (2), respectively.

-over-

S.E. FOSTER RD.-S.E. WOODSTOCK BLVD. SEC.

PROJECT NO. I-205-7(27)307

REMARKS - continued

Project Data: The work consists of grade, drain and high-type pave a 62-foot curbed facility providing three 12-foot travel lanes, one 12-foot left turn lane, one 10-foot shoulder area, one 4-foot curb off-set, 8-foot walk on one side and a 3-foot berm on the other side on both S.E. Foster Rd. and S.E. Woodstock Blvd. Construct two ramp connections. Install illumination, signing and perform other incidental work. The work under this project is considered stage construction of the ultimate interchange at this location.

Utilities: Adjustment of utilities are programed under Project I-205-7(13)300.

PPM 90-1 Requirements: Reassessment of impact in accordance with the NEP Act of 1969 and PPM 90-1 for the section of I-205 from Sunnyside Rd. to Washington State Line was submitted to FHWA under letter of November 12, 1971. FHWA under Division memorandum of November 17, 1971, concluded as permitted in PPM 90-1 that an "Environmental Impact Statement" is not necessary for the portion from Foster Rd. southerly to Sunnyside Rd. which limits encompass this project.

A-95 Review: State and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970, respectively.

Public Hearing: Design held September 14, 1970.

Design: FHWA granted design approval under memorandum of January 27, 1971.

NOTE: (1) The work under this project is to be accomplished in the same contract with Project M-1073(3). The overall contract will be known as "S.E. 89th Ave.-S.E. 106th Ave. Section".

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) The seven items set forth in paragraph 4b of IM 20-4-72 were documented under requirements of PPM 90-1, PPM 20-8 and IM 50-1-70 submitted for Project I-205-7(24)304.

(4) This project is in Congressional District No. 3.

8064

CITY OF
PORTLAND

OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 20, 1974

NOTED
E. S. HUNTER

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Re: Proposed FAUS P.E. Project
70th Avenue - 80th Avenue Section
N.E. Halsey Street (FAUS 5026)

Dear Mr. Cox:

We have re-examined our position regarding the typical section for the above subject project, and have concluded that it is in the best interest of the City of Portland to proceed with the project using your proposed 46-foot curbed section. Therefore, please proceed to process the project for Transportation Commission and FHWA approval. → June 26th meeting.

Very truly yours,

James L. Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

GRP:jr
cc: Bureau of Planning, Attn. Ernie Bonner

RECEIVED
COUNTY & CITY SECTION
MAY 29 1974
☐ ENGR. ☑ COOR. ☐ ☐ ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Copies to: E.S. Hunter
L.W. Rulien
R.N. Bothman
C.T. Christianson, FHWA

RECEIVED
MAY 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 6-73) 8064

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon M-1073(-)
S.E. 89th-S.E. 106th Section
Foster-Woodstock Couplet

DATE: May 20, 1974

In reply refer to: 10-41-A6

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

cc Rulien
Versteeg
5-23-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of May 16, 1974, Mr. Rulien has requested concurrence in your finding in the public interest for certain items of work to be performed by City forces. These items include adjusting and upgrading of existing signals, traffic striping and pavement marking, and minor street signing and barricades.

Due to the reasons stated, and because of the intermittent nature of this work, I concur in your determination of public interest. Prior to beginning work on any of these items it will, of course, be necessary to secure approval of appropriately supported State Force Orders outlining rates and unit costs to be applied by the City.

Valach
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 21 '74
REFER TO
Hunter
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	[illegible]	File
					✓	

RECEIVED
MAY 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT City Force Account Work
Project M-1073(-)
S.E. 89th Ave.-S.E. 106th Ave. (Portland) Section
(Foster-Woodstock Couplet)

We hereby request your concurrence and approval in accordance with PPM 21-6.2, that it is in the public interest for the following incidental work to be accomplished under force account method by the City of Portland crews and will be eligible for Federal-aid participation.

1. Adjustment of and upgrading of existing traffic signals within the limits of the project. Estimated cost $5,200.
2. Permanent traffic line striping within the limits of the project. Estimated cost $3,000.
3. Minor street signing and barricading as required. Estimated cost $1,500.

The City of Portland requested, by letter dated May 2, 1974, that their crews be allowed to perform the above-listed work and set forth reasons justifying this procedure as being in the public interest. A copy of the letter is enclosed.

The Highway Division concurs with the City of Portland, based on the information contained in their letter, that it is in the public interest to accomplish the work by city force account method.

It is our opinion that the City of Portland is adequately staffed and equipped to perform said work.

Enc.
cc: E. S. Hunter J. H. Versteeg R. N. Chase
H. S. Cox C. T. Keasey
RNC:js

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 2, 1974

RECEIVED
COUNTY & CITY SECTION
MAY 7 1974
☐ ENGR. ☑ COORD. ☐ OE ☑ KE ■ UE
☐ UPE ☐ CE ☐ RE ☐ CPE ☐

Oregon State Highway Division

State Highway Building

Salem, Oregon 97310

Attention: H.S. Cox, County-City Engineer

Re: S.E. 89th Avenue-S.E. 106th Avenue Section FAU 1073
S.E. Foster Road and S.E. Woodstock Blvd.
Force Account Work.

Gentlemen:

It is the City's desire and we feel it is in the public interest to accomplish certain items of work on this project with our own forces. These items include:

1. Revision and adjustment of existing traffic signals
2. Traffic line striping
3. Minor street signing and barricading

Item No. 1, revision and adjustment of existing traffic signals, estimated cost $5,200.00, can best be accomplished by City forces because of familiarity with the electrical circuiting, the availability of revision and replacement parts, the availability of work crews to accomplish the work when changes in traffic patterns occur. It is felt this work can be accomplished at considerably less cost than if done by contract.

Item No. 2, traffic striping, should be done by City crews because of the readily available equipment and personnel not normal to construction firms. Also, the equipment used by the City for future maintenance will be used for initial striping, thus maintaining the same continuity of skip distance and width of traffic lines. Estimated cost $3,000.

Item No. 3, minor street signing and barricading. It is felt that because of the availability of signs and sign posts in stock as well as the crews available when required for installation, City forces can do this work at a considerable saving over a contracted item. Estimated cost $1,500.00.

Very truly yours,

James L Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

WJO:jr
cc: R.N. Bothman, Metropolitan Engineer
5821 N.E. Glisan Street

Les Davis, Bureau of Maintenance

5-16-74

Order No. 74-382

Crossing No. 4A-9.7

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 674

PUX 912

In the matter of the application of Multnomah County, for the authority, pursuant to ORS 763.030, to alter a crossing of S. E. Foster Road No. 3702 with the tracks of Portland Traction Company, near Portland, Multnomah County, Oregon.

ORDER

On December 12, 1973, Multnomah County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing (known as the S. E. Foster Road crossing) with the main track and spur track of Portland Traction Company, Springwater Division, at Lents Junction, Multnomah County, Oregon.

Applicant proposes to widen S. E. Foster Road, on the south side only, to provide space for a median strip between opposing traffic lanes in connection with what is known as the Foster-Woodstock couplet project underway westerly of the crossing area. This alteration will also result in a road section at the crossing, similar to that now in existence easterly of the crossing on S. E. Foster Road. This widening project will require the relocation of the westerly existing cantilevered flashing light signal and the westerly advance warning sign at the crossing. No other changes in the existing protection at this crossing are proposed.

Copies of the application were duly served upon Portland Traction Company, the City of Portland, and the Oregon State Department of Transportation, Highway Division. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. The authority to alter the crossing as requested herein is granted.

2. The Oregon State Department of Transportation, Highway Division, shall:

   (a) Reconstruct the crossing and bear all the cost thereof;

   (b) Relocate the existing advance warning sign on the westerly approach to the crossing, subject to reimbursement by applicant.

3. Portland Traction Company, shall:

   (a) Subject to reimbursement by applicant, relocate the existing westerly cantilevered flashing light signal approximately 14 feet to the south and relocate the existing railroad battery cabinet to a suitable location;

   (b) Maintain the automatic protective devices installed at this crossing and maintain that part of the crossing area lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Applicant shall:

   (a) Bear all the cost of relocating the westerly cantilevered flashing light signal and railroad battery cabinet at the crossing;

   (b) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail and bear all the cost thereof, and

   (c) Notify the Commissioner upon completion of the project.

Made, entered and effective May 16, 1974.

Richard W. Sabin
RICHARD W. SABIN
Public Utility Commissioner

MEMO TO R. N. CHASE   DATE May 15, 1974

URBAN SYSTEM PROJECT PROGRAMING REQUEST

CITY: Portland   SECTION: S.E. 89th Avenue-S.E. 106th Avenue (Portland)
S.E. Foster Road-S.E. Woodstock Blvd Couplet (FAUS 1073)

PROPOSED WORK: All the necessary construction work and costs to establish a Foster Road-Woodstock Boulevard Couplet in the vicinity of FAI-205. No work will be performed under this project within the limits of FAI-205. The major portion of the project will involve providing connections between Foster Road and Woodstock Boulevard near S.E. 90th Avenue and S.E. Henry Street. Foster Road will be widened from S.E. Henry Street easterly to S.E. 106th Avenue. State will award contract and perform construction engineering.

PROJECT LENGTH: 0.69 mile.

COSTS:	Total	Federal	State	City	County
Construction	$1,000,000	$780,000	$110,000	$101,000	$9,000

EXISTING FACILITIES:

Foster Road: 50' c-c (2-lane) w/5' PCC sidewalks. Tapers from 50' c-c at 102nd Ave. to 72' c-c near 106th Ave.

Woodstock Blvd: 44' c-c (2-lane) w/8' PCC sidewalks westerly of 92nd Ave.
40' c-c (2-lane) w/8' PCC sidewalks easterly of 92nd Ave.

PROPOSED PROJECT: Establish a Foster Road-Woodstock Blvd couplet in the vicinity of FAI-205. The couplet will tie into sections of Foster Road and Woodstock Blvd being reconstructed within the limits of I-205. New connections between Foster Road and Woodstock Blvd near 90th Avenue and Henry Street will be constructed to a 40' (3-lane) curbed section with 10' sidewalk/bikeways. The one-way portion of Foster Road from 89th Avenue to S.E. Henry Street will be constructed to a 44' curbed section which will provide for three 12' travel lanes and 8' parking lane and 8' sidewalks. Foster Road from S.E. Henry Street to 106th Avenue will be widened to a 68' curbed section to provide for 4 lanes of two-way traffic with a 16' median and 5' left and 8' right sidewalks. (Revise existing traffic and railroad crossing signals; provide traffic signing and striping, illumination, landscaping, and other minor work.)

PROJECT NO: M-1073(-)
ADDITIONAL R/W: Acquired under Project M-1073(2)
ACCESS CONTROL: Limited to location by city ordinance.
PARKING RESTRICTIONS: Parking will be prohibited, except some parallel parking will be allowed on the one-way portion of Foster Road.
SYSTEM ACTION: None required. Urban System approved 11/16/71.
RAILROADS: Portland Traction Co.
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Paid under Project M-1073(2).
ROUTE DATA: FAUS 1073
STATE CLEARINGHOUSE APPROVAL: 7/31/72
DISTRICT 2 CLEARINGHOUSE APPROVAL: Filed 6/29/72, no response.
PUBLIC HEARINGS: Held June 15, 1973
DESIGN APPROVAL: FHWA memo of January 4, 1974

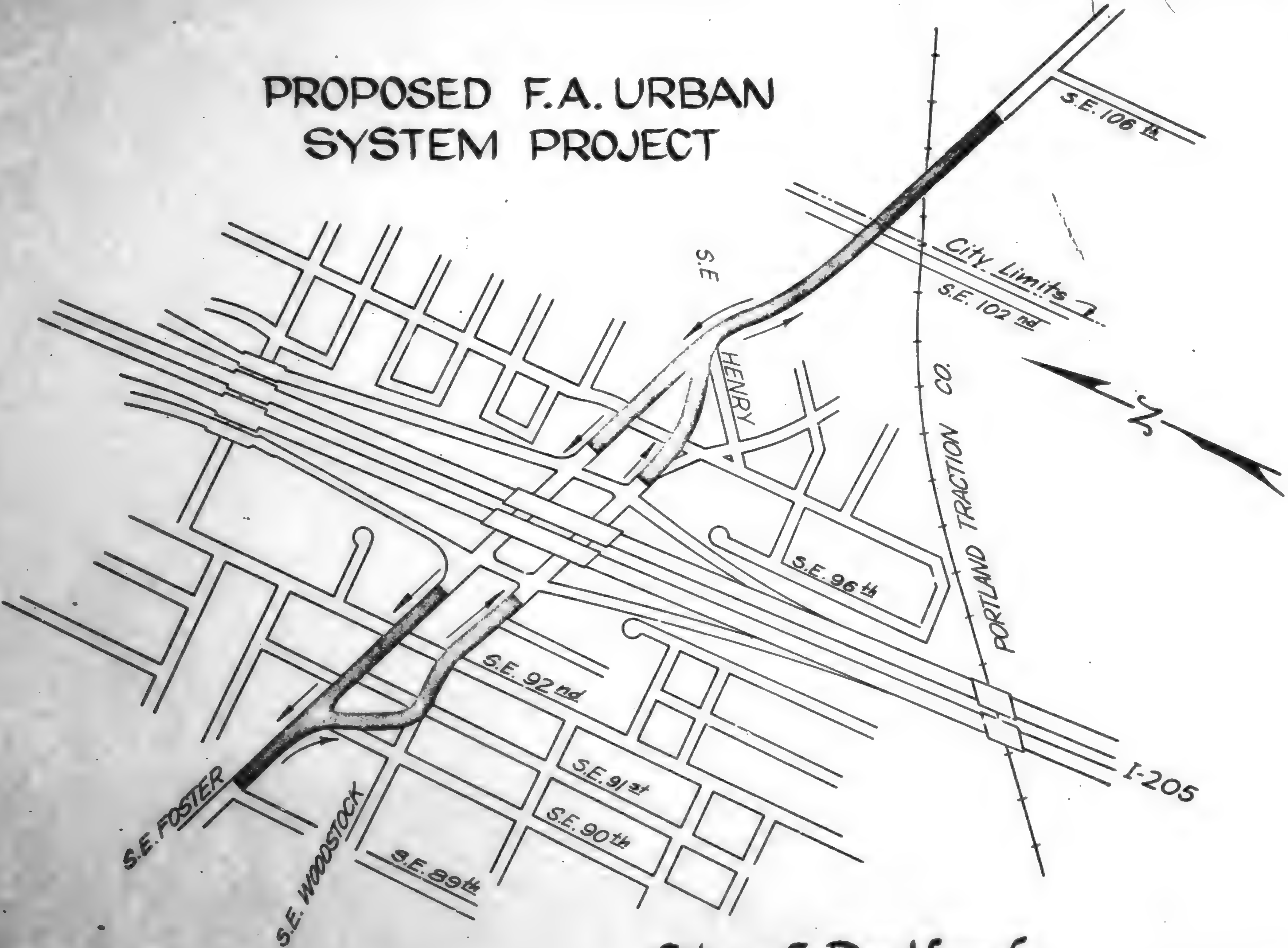
☐ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UFE ☐ CE ☑ RE ☑ RFE ☐

ADT:	Foster Road	1972:	10,000
		1992:	11,500
	Woodstock Blvd	1972:	3,000
		1992:	11,500

Richard Unrein
Richard Unrein, Urban Engineer
County and City Unit

RU:mm

PROPOSED F.A. URBAN SYSTEM PROJECT


S.E. 106th
City Limits
S.E. 102nd
S.E.
HENRY
PORTLAND TRACTION CO.
N
S.E. 96th
S.E. 92nd
S.E. 91st
S.E. 90th
S.E. 89th
S.E. FOSTER
S.E. WOODSTOCK
I-205

City of Portland

8064

City of Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 14, 1974

FILE:

FROM: Allan C. Harwood
Construction Field Engineer

SUBJECT: S.E. 89th - 106th
[redacted]

TO: J. H. Versteeg
Road Design Engineer

Review of plans on the subject project and discussions with field personnel leads me to make the following recommendations:

1. Addition of a sign at 82nd & Woodstock advising

Woodstock closed to thru traffic Use Foster	During Stage I only

We have had several complaints about 89th south of Woodstock. Stage I construction calls for detouring traffic over 89th. Should keep this traffic to a bare minimum by any means available.

2. Ed Holland advises 101st, 102nd, 103rd and Woodstock Court should be kept open. Discussion with Art Brummitt indicates wording in specs. should do this. Bill Cole will have the plans altered to show 101st to be kept open for logging truck traffic.

3. Final 2" wearing surface on Foster between 89th and City Limits should be placed after stage construction is completed. Between note on plans and note Art will put in specs., this should be covered.

4. Ramp terminals south of Woodstock should be closed off with movable barricade - continuous type preferred.

5. Traffic cones called for on sheet 2N should be anchored to the pavement.

6. It will be necessary that the permanent signing making Foster and Woodstock "1 way" be in place before Stage II and III are put into operation. I am not sure the note on the bottom of sheet 2N and 2N-2 does this. I suggest the note be expanded to make it clear the 1 way signing will be needed and may have to be installed in a temporary location, then moved. This also applies to the "stop" signs.

ACH:fr
Att.
cc: R. N. Bothman - (w/att.) It may be necessary to prohibit left turns on Foster at 92nd during Stage I construction. This can be handled in the field.

RECEIVED
MAY 14 1974
ROAD DESIGN SECTION

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up /
Other

Versteeg 1/2
A. Olson copy
Terpin
Scott
Swenson copy
R. Olson
Trout
we

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 13, 1974

TO R. N. Bothman, Metropolitan Engineer

FROM J. H. Versteeg, Road Design Engineer J H Versteeg

SUBJECT Illumination Plans
Foster-Woodstock Couplet
S.E. 89th Ave.-S.E. 106th Ave.

ME CE CA DE C
METROPOLITAN ENGINEER
MAY 15 1974

RECEIVED
MAY 20 1974
ROAD DESIGN SECTION

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

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The City of Portland's illumination plans for this project were preliminary showing only pole locations and mast arm lengths. The bulk of the design work on these illumination plans still remains to be done. As the Highway Bridge Section is short on staff and long on other priorities, they will be unable to complete the illumination design work; therefore, contract plans for this project will call for conduit installations and the construction of pole bases.

The City's plans and transmittal letter indicate that the couplet illumination would be tied to the freeway project. This is contrary to the City/State agreement and contrary to our normal policy; therefore, a separate power source is recommended.

ok

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

JHV:jh
cc: Walter J. Hart
C. G. Swenson

cc Versteeg

Marion!
Requested project authorization to provide Illumination. Versteeg.
You will have to arrange for plans from city or state later and for work to be done by either City or Contractor when plans available. Use City meter per normal policy.
B

FAU 1073

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 2, 1974

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: H.S. Cox, County-City Engineer

Re: S.E. 89th Avenue-S.E. 106th Avenue Section FAU 1073
S.E. Foster Road-S.E. Woodstock Blvd. Couplet
Landscaping Work

Gentlemen:

Contrary to the locating engineer's report, in order to promote the least amount of conflict to the contractor's activities during construction and to avoid any possible conflict of interest in competitive bidding, in that landscaping is a normal bid item, the City feels that it would be in the public interest to have the landscaping and irrigation systems for the traffic islands bid as a construction item under the general contract, rather than be done by City forces. ✓

The City, therefore, requests that all landscaping items for the City and County portion of the subject project be included as general contract items.

Very truly yours,

James L Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

WJO:jr
cc: R.N. Bothman, Metropolitan Engineer
Oregon State Highway Division

RECEIVED
COUNTY & CITY SECTION
MAY 3 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ DE ☑ UPE ☐

5/6/74 copies to: J.H. Versteeg – please include in contract.
Roy OLSON

8064

City of Portland

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 Versteeg
2 A. Olson
3 Terpin T
4 Scott
5 Swenson
6 R. Olson
Trout

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ROAD
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SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

DATE May 1, 1974

TO MEMO TO THE FILES

W. E. Cole

FROM W. E. Cole, Design Team Supervisor

SUBJECT S.E. 89th Avenue-S.E. 106th Avenue
FAU 1073 (S.E. Foster Road & S.E. Woodstock Boulevard)
Multnomah County

A design review meeting was held in the Metropolitan office concerning the subject project. In attendance were:

Louis Grothaus	Metropolitan Section (R/W)
Bob Bothman	Metropolitan Section
Bob Cunningham	Metropolitan Section
K. D. Limbocker	Metropolitan Section
Ed Holland	Metropolitan Section
Jack Hesla	Metropolitan Section
C. T. Christenson	FHWA, Salem
Art Brummitt	Specifications Unit
George Sanford	Final Design Unit
Jerry Miller	Final Design Unit
Bill Cole	Final Design Unit

The meeting opened with a review of the right-of-way situation. Grothaus stated that five or six occupants of buildings had until July 15 to legally stay, but no problems were expected because most were living in older places and were happy to be relocating.

On S.E. Foster Road (Sta. 2+00 Rt), the removal of the service station tanks and concrete flat work outside of the right-of-way has been written into the option.

The following subjects were discussed during the meeting and decisions made were pertinent.

Landscaping

Considerable discussion developed concerning the City doing landscaping vs. including landscaping in the contract. Mr. Christenson and Mr. Bothman both agreed that the best public interest, costs, etc. would be to include landscaping in the contract. Mr. Bothman called Mr. Wayne Oberding, Portland City Engineer, who stated that "the City wasn't that strong on doing the landscaping". The main point was that the City would have to maintain the landscaping subsequently. The decision was made to include landscaping into the contract plans. Salem to complete.

PGE Utility Poles

Mr. Hesla reviewed the problems concerning PGE wanting to locate the new utility poles on the north side of S.E. Foster Road. As staging is now shown, this will require the six to eight poles involved to be located one and one-half feet into the existing street. PGE is willing to do this with adequate safety barricades or markers, but do not want the poles out on the street during winter. PGE will be ready to start on June 1 when the project is scheduled. After a discussion on adequate barrier or pole protection, the decision was made for Mr. Hesla to send Salem the location of the poles and make recommendations concerning protection after consultation and agreement with PGE and the City. Since these poles will be in place before the contract is let, extra money is needed in temporary traffic control for pole relocation and protection, installation and removal. Mr. Bill Beard in Salem is to prepare the plan.

PGE Lents Substation

PGE wants specific directions to the contractor for maintaining the safety fence around the substation at all times. Specifications will cover this.

On the west fence, PGE wants a Construction Permit agreement. PGE will remove the west existing fence upon completion of new fence by the contractor.

Additional Bicycle Ramps

Mr. Christenson considered that a need exists for two bicycle ramps on Woodstock, (Station 27+00±), so that bicycle or pedestrian traffic going east on S.E. Foster Road would have some place to go without returning to S.E. 97th Avenue to cross. The decision was to include a bicycle ramp on both sides of Woodstock-Foster connection (WF line) Station 26+85.

Utilities

Mr. Holland expressed a concern about underground utilities during construction. Mr. Hesla said he believed that there would be no problem expected with an 18 inch cut.

Traffic Cones

Mr. Holland and others discussed theft problems with the traffic cones. On the Harney Street job, 36 cones were out. One week later two remained. Mr. Holland wanted contractor to be aware of the need for extra cones due to the theft problem. Art Brummitt reviewed the specifications as now used, and will discuss this problem in Salem.

Saw Cutting Sidewalks

Mr. Holland definitely wanted this covered in plans and specifications due to problems with contractors.

Additional Items

1. Local and emergency traffic on Woodstock.
   During stage construction Specifications will cover.

2. Sidewalk slope break at saw cut.
   No solution, due to right-of-way considerations. Not a serious problem but Mr. Holland wondered about liability.

3. Catch basin in private lot connected to old street catch basin.
   Pipe added to connect to new catch basin. The private catch basin is within the construction permit area.

4. Mr. Hesla wondered what would happen if Stage III was not completed this year.
   No conclusion.

5. Mr. Bothman wanted striping plans checked to make sure all crosswalks are shown.
   Salem will do this.

Miscellaneous Discussion

S.E. Foster Road-S.E. Causey Avenue Grading Project

1. Mr. Holland said that in twenty years of construction this is the worst material he has encountered. Instead of a 1.4 factor they are coming up with a 2.0.

2. Considerable stabilization will be required but the locations are not known at this time.

3. Surcharge is expected to be in place by November 1974.

4. Mr. Bothman said "Ed's right, we should stick to reinforced PCC". Ed will follow up with complete written report to Versteeg.

5. Mr. Holland said there was enough perforated pipe shown on the grading plans.

GS:we
cc: To All Participants

8064

2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 1, 1974

Mr. Robert E. Sullivan
Portland General Electric Co.
621 SW Alder St.
Portland, OR 97205

Substation Facilities Conflict
SE 89th Ave.-SE 106th Ave. Sec.
SE Foster Rd. & SE Woodstock Blvd.
Multnomah County
R/W File 48050

Dear Mr. Sullivan:

Reference is made to paragraph 3 of our letter of April 4, 1974 which sets forth those portions of the substation property required for the construction of the subject project. In addition to the four parcels listed we will require a Permit of Entry to the westerly 40-feet of your substation site to construct an embankment and relocate the existing fence 10-feet westerly. The parcel contains 9,360-feet, plus or minus, and is as shown, shaded in red, on the attached sketch.

Reference is also made to paragraph 4 of our April 4, 1974 letter, which sets forth the State's responsibilities in connection with the adjustment of the substation's facilities. This paragraph is ammended as follows:

1. The State will provide sufficient fill material and surfacing along the westerly side of the substation site to allow relocation of the chain link fence and extension of the substation property 10-feet westerly as shown in Section C-C on Sheet 2L of Exhibit "B". (A revised Sheet 2L is attached) The Embankment will be placed in such a manner as to provide a 5-foot wide area to grade outside of the relocated fence.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 2 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Mr. Robert [illegible] Sullivan
May 1, 1974
Page 2

2. The State will perform the construction of the relocated chain link fence along the westerly side of the substation. PGE will remove the existing westerly chain link fence upon completion of the installation of the new fence. PGE will be reimbursed for the cost to remove the existing fence.

All of the portions of the above cited letter, of April 4, 1974 remian in full force and effect.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: L. J. Thoreen
Station Design Supervisor
Portland General Electric

bc: G. L. Green
R. L. Schroeder
~~J. H. Versteeg~~
V. E. Skoog
R. N. Bothman
J. B. Boyd
Jack Hesla
R/W File 48050

fau

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
DIVISION OF PUBLIC WORKS
(503) 248-3591 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

April 24, 1974

RECEIVED
COUNTY & CITY SECTION
APR 29 1974
☐ ENGR. ☑ COORD. ☑ CE ☒ [illegible] ☑ [illegible]
☑ DPE ☐ [illegible] ☒ [illegible] ☒ DPE ☐

City of Portland
City Engineer's Office
400 S. W. 6th Avenue
Room 437-A
Portland, Oregon 97204

ATTN: Wayne Oberding

Re: Foster-Woodstock Couplet

Dear Sir:

As a matter of information, enclosed is a copy of a letter from Portland Traction Company to us showing an estimate of the amount of work required when this road is widened.

This is being sent to you for informational purposes. We have not received an order from Public Utilities Commissioner authorizing this alteration to the crossing.

Very truly yours,

OLIVER J. DOMREIS
Director

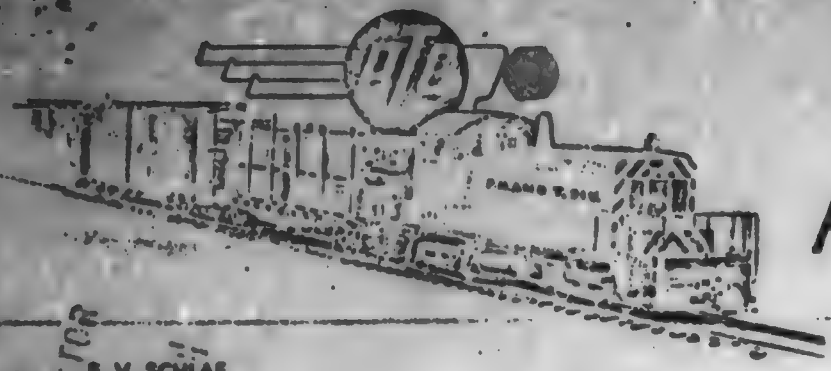
Roy L Bennett
ROY L. BENNETT
Office Engineer

copies to R.N. Bothman
J.N. Verstoeg
Jim Chidsey

RLB:kf

Encl.

cc: Dick Unrein ✓



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S. E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

RECEIVED
APR 15 10 30
OREGON

April 12, 1974

File A

Mr. John McClincy
Department of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Dear Mr. McClincy:

This refers to our various conversations and exchanges of correspondence relative to the widening of S. E. Foster Road, i.e., the Foster/Woodstock Couplet.

Attached hereto is a copy of detail of estimate for work to be performed by the Railroad in connection with the track and signal work, which estimates will be used in connection with the agreement with Multnomah County for recollectible work.

Very truly yours,

F. V. Schlaf

Superintendent-Traffic Manager

FVS mn
Enclosure

____ Dir. Envir. Svcs.
____ Admin Asst
____ Envir Sp
____ Envir Sec
____ Dir. Pub. Wks.
____ Admin Asst
____ Accounting
____ Serv Dist
____ Br Engr
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____ ____
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C.C.
911/
0-0-MUL-

DETAIL OF ESTIMATE

SHEET 1 OF 2 SHEETS

GMO ☐☐☐☐☐ MO. YR ☐☐☐☐

FORM 30 NO.

PORTLAND TRACTION CO.

ENTS, SPRINGWATER LINE, ORE.: WIDEN FOSTER ROAD GRADE X-ING #4A-270.

CT. CODE	EIN.	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
		SUNDRIES - EXTEND GRADE X-ING 22 TF:						
		RENEW BALLAST IN X-ING AREA	CY	16	65	70		
		RENEW CROSS TIES IN X-ING AREA	EA	24	50	155		(60 NC)
		RELAY 4-70# RAILS WITH 90# RAILS	LF	132	200	60		(10 NC)
		REPLACE 70# A.B. JTS. W/90# JTS, SH	PR	4		15		(20 NC)
		REPLACE 8" TIE PLATES WITH 10"	EA	72		20		
		RENEW TRACK SPIKES, N	EA	144		20		
		EXTEND PAVING WITH 6" A.C.	SF	440	220	225		
4 T	001	EXTEND GRADE CROSSING	TF	22	535	565		
	002	FREIGHT					35	
	003	EQUIPMENT RENTAL					105	
	004	PRELIMINARY ENGINEERING					320	
	005	LABOR ADDITIVES			100			
	006	CONTINGENCIES			65	55	45	
					700	620	505	1825
		DR. SUNDRIES (OREGON STATE HIGHWAY DIVISION) (CASH CR. #100)						
		SALVAGE						
		RAIL, 132 LF-70# RAIL, SH	NT	1.54		45		
		TRIM, 70#, SH	LT	1		25		
						70		
		CR. SUNDRIES (ORE. STATE HIWAY DIV'N.)						70
		DR. M.O.H. (CASH)						70

RECEIVED
COUNTY & CITY SECTION
APR 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ RC
☐ DPE ☐ CE ☐ BE ☐ DPE ☐

DETAIL OF ESTIMATE

GMO ☐☐☐☐ MO. YR ☐☐☐☐

SHEET 2 OF 2 SHEETS

FORM 30 NO. ______

C
911/
CE-
0-0-MUL-73

LENTS, SPRINGWATER LINE, ORE.: WIDEN FOSTER ROAD GRADE X-ING #4A-9.70. PORTLAND TRACTION C

ACCT. CODE	EIN.	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
		SUNDRIES - RELOCATE SIGNAL FACILITIES:						
4 5	001	RELOCATE CANT. FL. LT. SIGNAL	EA	1	500	200		
4 5	002	RELOCATE SIG. CASE	EA	1	150	100		
4 5	003	RELOCATE POLE	EA	1	50	50		
		SUB TOTAL			700	350		
	004	EQUIP. RENTAL					120	
	005	FREIGHT					25	
	006	LABOR ADDITIVES					350	
	007	CONTINGENCIES			70	35	50	
					770	385	545	
		DR. SUNDRIES (MULTNOMAH COUNTY)						1700

RECEIVED
COUNTY & CITY SECTION
APR 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

[illegible]

April 17, 1974

R. W. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

RE: SE 89th Ave. - SE 106th Ave. ~~Section FAU 1073~~
(Foster-Woodstock Couplet) Illumination Plans

Dear Sir:

Transmitted herewith are preliminary engineering plans and specifications for the illumination of the subject project. Luminaire mast arm length and configurations are as listed in the specifications. Electrical wire sizing will be determined by the State during final design, in that the loadings for the freeway illumination has not yet been determined.

The City's lighting staff will be available for consultation regarding any necessary shifting of pole locations during construction or final design.

Please advise this office of any questions that may arise.

Sincerely yours,

W. J. Oberding
W. J. Oberding
Project Manager

cc: R. E. Rector

ct

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson ✓
R. Olson
Trout

RECEIVED
APR 18 1974
ROAD
DESIGN
SECTION

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Requires Approval ☐
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8064

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 9, 1974

JAMES APPERSON
City Engineer
1220 SW Fifth Avenue
Portland, Oregon

NOTED
E. S. HUNTER

ILLUMINATION PLANS - FOSTER-WOODSTOCK COUPLET

Illumination plans for the Foster-Woodstock Couplet were due to the Highway Division from your section April 1, however have not been received as of this date. In order that final plans can be prepared by the Highway Division (including the illumination) it will be necessary that these plans reach the Highway Division within the next week.

I am sure you are aware of the deadline - the necessity to contract this project in order to utilize Federal urban funds which will expire July 1, 1974.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Mayor Neil Goldschmidt
E. S. Hunter
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8064

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
R. N. Bothman
L. C. Grothaus

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

RECEIVED
APR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

April 5, 1974

Mr. Bob Johnson
Traffic Engineer
Multnomah Co. Public Works Dept.
2115 S.E. Morrison St.
Portland, OR 97214

Easement Appraisal
Portland Traction Company
SE 89th Ave.-SE 106th Ave. Sec.
Foster-Woodstock Boulevard
Multnomah County
R/W File 48120

Dear Mr. Johnson:

As I discussed in our telephone conversation today, enclosed is a copy of the Oregon State Highway Division appraisal and appraisal review on the easement which must be obtained from Portland Traction Company due to the widening of Foster Boulevard on the SE 89th Avenue-SE 106th Avenue Section of the Foster-Woodstock Boulevard in Multnomah County. The information contained in the appraisal and appraisal review is self explanatory.

The State plans on opening bids for this project on June 20th of this year and since it takes from four to six months to obtain an easement indenture from Portland Traction Company, it will be necessary for us to obtain a permit of entry from Portland Traction so that our contractor may enter onto the property. A permit of entry can usually be obtained from a railroad in approximately a month. As soon as this permit of entry is obtained by you please notify me so that we may certify to the Federal Highway Administration that the right of way for this project is clear.

If there is any way I can assist your Right of Way Department in negotiating with Portland Traction Company for this easement or if there is any additional information they may require, please do not hesitate contacting me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

8064

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 4, 1974

Mr. Robert E. Sullivan
Portland General Electric Co.
621 S.W. Alder St.
Portland, OR 97205

Substation Facilities Conflicts
SE 89th Ave.-SE 106th Ave. Sec.
SE Foster Rd. & SE Woodstock Blvd.
Multnomah County
R/W File 48050

Dear Mr. Sullivan:

Bids will be received by the Oregon Transportation Commission on the above titled highway project on June 20, 1974. Certain substation facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

1. Retaining wall and chain link fence from 32' South of Station "F"36+35 to 32' South of Station "F"38+60
2. Substation ground grid protecting section of conflicting chain link fence.

The above conflicts are located on private property, therefore the cost of their relocation is reimbursable pursuant to State Policies and Procedures, the provisions of Federal Highway Administrations Policy and Procedure Memorandum 30-4, dated June 28, 1973, and provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

The State will also require a portion of the substation property for the construction of the subject project. The property required consists of Parcel No. 1 (shaded in red), a fee taking containing 8200 square feet; Parcel No. 2 (shaded in yellow), a fee taking containing 12 square feet or less; Parcel No. 3 (shaded in green), a permanent easement for slopes containing 230 square feet more or less; and Parcel No. 4 (shaded in blue), a permit of entry for slopes, work area to

[illegible] 5 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

bc:
J. R. Boyd
[illegible] Grothaus
Jack Hesla
R/W File 48050
G. L. Green
R. L. Schroeder
J. H. Versteeg
V. E. Skoog
R. N. Bothman

construct fence, road approach and retaining wall containing 4,185 square feet more or less as shown on attached sketch marked Exhibit "B". A written description of the property is contained in the attached Exhibit "C".

The four parcels have been appraised by the State to have a value of $10,750 which includes the value of the land only. The State, therefore is prepared to offer Portland General Electric Company $10,750 for the four parcels of land. In addition, the State will agree to do the following:

1. Construct a new retaining wall and chain link fence along the northerly property line of the substation as shown on Shhet 2L and 10 of the Construction Plans for the proposed project attached hereto and marked Exhibit "D".
2. Provide sufficient fill material and surfacing along the westerly side of the substation site to allow relocation of the chain link fence and extension of the substation property ten (10) feet westerly as shown in Section CC of Sheet 2L of Exhibit "D".
3. Reimburse Portland General Electric Company for the actual cost of relocating the chain link fence along the westerly side of the substation.
4. Reimburse Portland General Electric Company for the actual cost to adjust or relocate the grounding for the relocated chain link fence.
5. Reconstruct the existing road approaches to the substation as shown on Sheet 10 of Exhibit "D".

Will you please submit a cost estimate and sketch map for the relocation of the westerly chain link fence and fence grounding to Mr. Jack Hesla, Metro Utilities Engineer, 5821 N.E. Glisan St., Portland, OR 97213, telephone 229-6943.

Also in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof.

Further information regarding the construction details or the general policy and procedure requirements pertaining to the adjustments relocation of your facilities may be obtained from Mr. Hesla.

In regard to the four parcels of land, for which we have offered $10,750 please advise me as soon as possible if this offer is acceptable and we will prepare the necessary documents.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

cc: L. J. Thoreen
Station Design Supervisor
Portland General Electric

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
DIVISION OF PUBLIC WORKS
(503) 248-3591 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

March 20, 1974

Oregon State Highway Division
State Highway Bldg.
Salem, Or. 97310

CERTIFIED

Attn: H. S. Cox, City and County Engineer

Re: SE Foster Road-Woodstock Couplet - FAUS M-1073

Dear Mr. Cox:

Enclosed is a check in the amount of $7,200.00 payable to the Oregon State Highway Division as the deposit for Multnomah County's share of engineering expenses on SE Foster Road-Woodstock Couplet as per Board of County Commissioners' Board Order of February 28, 1974.

We would like to draw your attention to Paragraph 2 under Section 2, "things to be done by the State" in the agreement whereby the State will review all appraisals with Multnomah County before determining the amount of just compensation to be offered for any right-of-way.

please note!

Very truly yours,

OLIVER J. DOMREIS, Director
Division of Public Works

Roy L. Bennett
ROY L. BENNETT, Office Engineer

RECEIVED
COUNTY CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

RLB:ms
Enc: Road Fund Warrant #111064

RECEIVED
OSHD FINANCE BRANCH
Check # 111064 Amt $7,200.00
By Gég Date 3/22/74
For SE Foster Rd-Woodstock Couplet FAUS M-1073

3/25/74
Copy to J.B. Boyd

ACCTG 83

REMITTANCE ADVICE

MULTNOMAH COUNTY OREGON

ACCOUNTING DIVISION
ROOM 203 COURT HOUSE
PORTLAND, OREGON 97204

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☐ ENGR. ☑ COOR. ☐ CE ☒ RE ☑ UE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Salem OR 97310

POSTING DATE	OUR P. O. NO.	WARRANT NO.	DATE OF INVOICE	INVOICE NO.	AMOUNT OF INVOICE	DISCOUNT	NET AMOUNT
3-20-74		111064	Deposit for Multnomah County's share of engineering expenses on SE Foster Road-Woodstock Couplet, FAUS M-1073 per Board Order of Feb. 28, 1974				$7,200.00

FAU
Portland

FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1974

TO Robert N. Bothman, Metropolitan Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT S.E. 87th Avenue - S.E. 106th Avenue Section
FAU 1073 (S.E. Foster Road & S.E. Woodstock Boulevard)
Multnomah County
(Landscape Plans and Estimate)

Enclosed please find a copy of the Landscape plans on the subject project showing the proposed revisions recommended by Roy Olson, Landscape Engineer. Also be advised that after reviewing unit prices for this work the estimated cost is now $14,800.00.

We understand the City will perform all the work with City forces under a State Force Order (Metro office to initiate) including connecting the water supply to the meters.

Please forward these plans to Wayne J. Oberding of the City of Portland.

WEC:we
Enclosure
cc: Richard Unrein
Roy E. Olson
C. G. Swenson
W. E. Cole

RECEIVED
COUNTY & CITY SECTION
MAR 1[illegible] 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

3-1-74

83% City - 17% Co.

Sheet 1 of ____ Sheets

ction SE 89th Ave - SE 106th Ave Unit City - County
ghway FAU 1073 (SE Foster Rd & SE Woodstock Bl) County Multnomah Prefix 326-1984
ngth 0.66 Designer Sanford Draftsman ____ Date ~~2-27-74~~ 3-1-74
Title ____
gned ____

		$ ____	
Grading & Drainage		$ 872,510	
Surfacing			
Extra Work			
Landscaping C Plantings Irrigation C	$ 14,800 ~~14,075~~ ~~10,000~~		[illegible] olsen 3-17-74 ~~Estimate~~ ~~3-13-74~~
Illumination	10,000		Estimate
~~Painting, Signing &~~ Signals C C C	4,200 ~~7,500~~		~~Estimate~~ 2-28-74
Utilities	5,000		Estimate
RR X-ing Modification C	3,500		Chidsey 2-6-74
PGE West Fence (CL-8)	1,930		Cartwright 2-5-74
PGE Grounding Grid C	1,355		Cartwright 2-5-74
Flagging C	5,000		Estimate
~~Striping~~ C County 369 City 1231	1,600		3-13-74
~~Signing~~ C C	?		
		$ ~~44,285~~	
Total Extra Work		$ ~~916,795~~	
TOTAL		$ ~~183,360~~	
+ 20% Engineering and Contingencies			
Structures			
	$ ____		
	____		
	____		
	____		
		$ ____	
Total Structures		$ ____	
Right of Way		$ ~~1,100,155~~	
Total Estimated Cost			

City will send in

City - County Only

EGON STATE HIGHWAY DIVISION
C NTITY SUMMARY & COST ESTIMATE

Sheet 2 of ____ Sheets

ection SE 89th Ave – SE 106th Ave Unit I-205
ighway I-205 County ____ Prefix 626-1909
ength 0.18 Designer Sanford Draftsman ____ Date ~~2-27-74~~ 3-1-74
gned ____ Title ____

Grading & Drainage		$
Surfacing		$ 566,670–
Extra Work		

City will send in:

Landscaping (seeding, etc.)	$ 1,500–	Estimate
Illumination, Temp.	4,000–	Estimate
Utilities	20,000–	Cartwright 1-15-74
Flagging	4,000–	Estimate
Striping I-205	627–	3-13-74
Bikeway	2120–	

Total Extra Work	$ ~~31,620–~~
TOTAL	$ ~~598,290–~~
+ 20% Engineering and Contingencies	$ ~~119,660–~~
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ ~~717,950–~~

I-205

EGON STATE HIGHWAY DIVISION
TITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ction SE 89th Ave – SE 106th Ave Unit County Portion Only
ghway FAU 1073 County ____ Prefix 326-1984
ngth ____ Designer Sanford Draftsman ____ Date ~~2-28-74~~ 3-1-74
ned ____ Title ____

			$
Grading & Drainage			$ 78,315 –
Surfacing			
Extra Work			
	Illumination	$ 1,000 –	Estimate
	Painting & Signing	1,000 –	Estimate
	RR Grade Crossing Modification	3,500 –	chidsey 2-6-74
	PGE Grounding Grid	665 –	
	Flagging	1,000 –	Estimate
			$ 7,165 –
Total Extra Work			$ 85,480 –
TOTAL			$ 17,095 –
+ 20% Engineering and Contingencies			
Structures		$	
			$
Total Structures			$
Right of Way			$ 102,575 –
Total Estimated Cost			

County Portion Only

OREGON STATE HIGHWAY DIVISIO
QUANTITY SUMMARY & COST ESTIMA

Sheet ______ of ______ Sheets

ection SE 89th Ave - SE 106th Ave Unit County Portion Only
ighway FAU 1073 County Multnomah Prefix 326-1984
ength ____ Designer Sanford Draftsman ____________ Date ~~2-28-74~~ 3-1-74

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	All	—	—	5%	—(See	Below)
Removal Of Str. & Obs	All				All	2,000-
Temp Sign & Prot. Of Traffic	All				All	1,500-
General Excavation	Cu.Yd.	1,019	102	1,121	3^{50}	3925-
1"-0 Aggregate Base	Ton	250	25	275	4^{00}	1,100-
Watering	M-Gal	7	1	8	10^{00}	80-
Trench Excavation	Cu.Yd.	234	23	257	7^{00}	1800-
Class "C" Asph. Conc Mix	Ton	637	64	701	10^{00}	7,010-
Plant Mix Bit. Base	Ton	580	58	638	10^{00}	6,380-
Asph In Mixtures	Ton	73	7	80	100^{00}	8,000-
Special Filter Matl.	Cu.Yd.	3	1	4	12^{00}	50
Class "A" Conc In Ret. Wall	Cu.Yd.	56	6	62	150^{00}	9,300-
Reinf. In Ret. Wall.	Lb	2,840	284	3,124	0^{40}	1,250-
6" Perf. Drain Pipe	Lin.Ft.	30	3	33	4^{00}	130-
10" Sewer Pipe	Lin.Ft.	855	86	941	6^{25}	5,880-
Adjust Manhole	Each	2	—	2	250^{00}	500-
Conc Inlets Type "P"	Each	16	2	18	300^{00}	5,400-
CL-8 Fence	Lin Ft.	255	26	281	10^{00}	2,810-
Extra For Pipe Under Pvmt	Lin.Ft.	507	51	558	15^{00}	8,370-
Extra For Bike Ramp	Each	4	—	4	200^{00}	800-
Extra For Asph Appr (Hosp. Area)	Each	1	1	2	100^{00}	200-
Curbs, Walks, Dwys, & Bike Ramps	Cu.Yd.	98	10	108	75^{00}	8,100-
					Basic	74,585-
			5%	Mobilization		3730-

County Portion Only Total 78,315-

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE ~~2-27-74~~ 3-1-74

TO Mr. C. G. Swenson, Specification Engineer

FROM W.E. Cole
Design Team Supervisor

SUBJECT
Footpath and Bicycle Trail Quantities for

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY ±10%
Class "C" Asph Conc Mix	Ton	58
Asph In Seal	Ton	4
Extra For Asph Walks	Sq. Yd.	260
Extra For Bike Ramp (On Cul-de-Sacs)	Each	2

Width 8'. 8'

Length 230' 35'

Bikeway

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

SE. 89th Ave – SE. 106th Ave ①

~~3-27-74~~ (Sanford) 326-1984 626-1909

3-1-74

			City – County						State				
									SHEET 1 OF ___ SHEETS				
Item		Unit	Net	10%	Gross	Price	Amount		Net	10%	Gross	Price	Amount
Mobilization		All				(See	Sheet 3)		All			(See	Sheet 3)
Removal Of Structures & Obstructions		All	All	–	All	–	25,500		All		All	–	5,27
Remove Underground Gasoline Tanks (3)		All	All	–	All	–	500		–		–	–	–
Temp. Signing & Protection Of Traffic		All	All	–	All	–	70,000		All		All	–	30,00
Clearing & Grubbing		All	All	–	All	–	7,500		All		All	–	7,50
General Excavation		Cu. Yd.	21,050	2105	23,155	3^{50}	81,040		4657	466	5,123	3^{50}	17,93
Trench Excavation		Cu. Yd.	2993	299	3,292	7^{00}	23,045		4539	454	4,993	7^{00}	34,950
Obliteration Of Roadway	(AI-205 95th Ave)	Sq. Yd.	–	–	–	–	–		444	46	490	0^{75}	36
Furnishing & Placing Topsoil		Cu. Yd.	965	97	1,062	8^{00}	8,495		5185	520	5,705	8^{00}	45,64
Watering		M-Gal.	100	10	110	10^{00}	1,100		70	7	77	10^{00}	77
			–	–	–	–	–		–	–	–	–	–
Aggregate Embankment Mat'l	(Sheet 22 PGE)	Cu. Yd	50	5	55	4^{00}	220		–	–	–	–	–
1"-0 Aggregate Base 70 5835		Ton	5905	590	6495	4^{00}	25,980		4135	415	4550	4^{00}	18,20
Plant Mix Bit Base 13,592 319		Ton	13,900	1390	15,290	10^{00}	152,900		9625	963	10,588	10^{00}	105,88
Asphalt In Mixture	747 (1 Tank) 18	Ton	766	77	842	100^{00}	84,200		530	53	583	100^{00}	58,30
			–	–	–	–	–		–	–	–	–	–
Class "C" Asph Conc Mix	431 5433 255	Ton	6119	612	6731	10^{00}	67,310		3,850	385	4,235	10^{00}	42,35
Asphalt In Mixture	353 17	Ton	398	40	438	100^{00}	43,800		250	25	275	100^{00}	27,50
			–	–	–	–	–		–	–	–	–	–
Extra For Asph. Appr.	(Hump [illegible] Near End of [illegible])	Each	1	1	2	100^{00}	200		–	–	–	–	–
Extra For Street Conn.		Each	19	2	21	200^{00}	4,200		–	–	–	–	–
Extra For Bike Ramps	(Remove curb & walk)	Each	17	2	19	200^{00}	3,800		–	–	–	–	–
Extra For Asph Conc Cul-de-Sac		Each	1	0	1	200^{00}	200		–	–	–	–	–
Class "A" Conc In Retaining Wall		Cu Yd	63	6	69	150^{00}	10,350		–	–	–	–	–
Reinf. In Retaining Wall		Lb.	3,195	320	3515	0^{40}	1,405		–	–	–	–	–
							611,745						294,6

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SE 89th Ave — SE 106th Ave ②

~~2-27-74~~ (Sanford)
3-1-74

326-1984 — City - County

626-1909 — State — SHEET 2 OF ___ SHEETS

Item	Unit	Net	10%	Gross	Price	Amount	Net	10%	Gross	Price	Amount
8" Sewer Pipe	Lin. Ft.	792	80	872	5.50	4,795	1045	105	1150	5.50	6,325
10" " "	" "	4,712	472	5184	6.25	32,400	—	—	—	—	—
12" " "	" "	369	37	406	7.25	2,945	839	85	924	7.25	6,700
15" " "	" "	—	—	—	—	—	300	30	330	8.00	2,640
18 " "	" "	342	34	376	11.00	4,135	—	—	—	—	—
24 " "	" "	527	53	580	15.50	8,990	—	—	—	—	—
27 " "	" "	611	61	672	19.25	12,935	—	—	—	—	—
30 " "	" "	214	22	236	23.50	5,545	696	70	766	23.50	18,000
36	" "	—	—	—	—	—	596	60	656	28.50	18,695
48	" "	—	—	—	—	—	234	24	258	44.00	11,350
60 " " (Incl. 60"x27" Y-Conn.)	" "	—	—	—	—	—	340	34	374	57.50	21,505
Extra For Pipe Under Pavmt	Lin Ft.	600	60	660	15.00	9,900	—	—	—	—	—
Concrete Manhole 6'-12' Deep	Each	15	1	16	700.00	11,200	5	1	6	700.00	4,200
Over 12'	Each	—	—	—	—	—	1	0	1	1200.00	1,200
Special Manhole Type 1	Each	—	—	—	—	—	1	0	1	2500.00	2,500
Type 2	Each	—	—	—	—	—	1	0	1	4200.00	4200
Type 3	Each	—	—	—	—	—	1	0	1	3675.00	3,675
	—	—	—	—	—	—	—	—	—	—	—
Conc. Inlets Type B	Each	—	—	—	—	—	1	0	1	300.00	300
" " Type P	Each	92	9	101	300.00	30,300	14	1	15	300.00	4,500
		—	—	—	—	—	—	—	—	—	—
6" Drain Pipe	Lin. Ft.	200	20	220	4.00	880	30	3	33	4.00	130
Special Filter Matl In Drains	Cu. Yd.	20	2	22	12.00	265	3	1	4	12.00	50
						124,290					106,070

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SE 89th Ave – SE 106th Ave ③

~~2-27-74~~ (Sanford)
3-1-74

326-1984 City – County

626-1909 State SHEET 3 OF ___ SHEETS

Item	Unit	Net	10%	Gross	Price	Amount		Net	10%	Gross	Price	Amount
Concrete Walks &	Cu Yd.	1048	105	1153	75^{00}	86,475		420	42	462	75^{00}	34,650
Driveways	–	–	–	–	–	–		–	–	–	–	–
	–	–	–	–	–	–		–	–	–	–	–
	–	–	–	–	–	–		–	–	–	–	–
Conc. Islands (I-205)	Cu yd.	–	–	–	–	–		6	1	7	75^{00}	525
	–	–	–	–	–	–		–	–	–	–	–
Guard Rail (Type 1)	Lin. Ft.	–	–	–	–	–		187^{5}	12^{5}	200	8^{00}	1,600
Type "A" End Piece	Each.	–	–	–	–	–		8	0	8	15^{00}	120
	–	–	–	–	–	–		–	–	–	–	–
Conduit, Electrical 2"	Lin. Ft.	–	–	–	–	–		618	62	680	3^{00}	2,040
	–	–	–	–	–	–		–	–	–	–	–
Adjust Sidewalk Vault	Each	1	0	1	250^{00}	250		–	–	–	–	–
Adjust Manhole	Each	13	1	14	250^{00}	3,500		1	0	1	250^{00}	250
Reconstruct Manhole (54" to 60")	Each	–	–	–	–	–		1	0	1	400^{00}	400
Cap Manhole	Each	–	–		–	–		1	0	1	175^{00}	175
Adjust Inlets	Each	9	1	10	75^{00}	750		–	–	–	–	–
	–	–	–	–	–	–		–	–	–	–	–
CL-8 Fence City-County Bal of Fence by others 290'	Lin. Ft.	290	29	319	10^{00}	3,190		–	–	–	–	–
heet 3						94,165						39,760
eet 2						124,290						105,270
eet 1						611,745						394,655
					Basic	830,200						539,685
			5% Mobilization			41,510				5% Mobilization		26,985
						871,710						566,670

8064

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 27, 1974

TO R. N. Bothman, Metropolitan Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Foster-Woodstock Couplet

The concept of the Foster Road-Woodstock Couplet project and who should do what has changed many times over the last couple of years. Initially the City of Portland engineering staff was going to design the project, prepare plans, buy right-of-way and construct the couplet. This has been changed and the Highway Division assumed the responsibility of design, plan preparation, right-of-way acquisition and the construction of the project. The third major plan change was the addition of 950 lineal feet of street construction on both Foster Road and Woodstock Boulevard into the project because of the delay in the I-205 surfacing project.

In the preparation of the final plans on the Woodstock-Foster Couplet we were advised and counseled to death by the City of Portland engineering staff. There were delays and some confusion because they seem to have difficulty in deciding what they really want as a finished project. One of the problems with the development of the Foster-Woodstock Couplet is that the City Engineers' plan is not acceptable to the City Traffic Engineer. In addition the Highway Division standards and plans for striping are not acceptable to the City Traffic Engineer. As long as the City Traffic Engineer will not accept the designs prepared by the City Engineer we will continue to have problems on all joint projects.

On the Going Street project the approved signing plans were not available at the time the project was scheduled to be advertised. The decision was made not to delay the project for the approved final signing plans because of the pressures to get this project under contract. The City of Portland did request some sign legend changes but these were not significant and will add little, if any, cost to the project.

NOTED
R. L. SCHROEDER

RECEIVED
FEB 27 1974
Office of
Assistant State Highway Engineer

When a project like either of these is worked up with the City of Portland some confusion is bound to develop. There are times and there are circumstances when information or decisions are needed immediately. When this happens people will go directly to the City for the needed information or the city representative may call Salem for assistance.

County/City, Traffic and the Design Section do have responsibilities that they have been assigned to administer. We would agree that all contacts with the City should be coordinated with your office. We will alert everyone to the advantages of following your suggestions for contact with the City of Portland.

JHV:jh
cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
W. J. Hart
L. E. George
H. S. Cox

FORM 2-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

DATE February 13, 1974

TO J. H. VERSTEEG
Design Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer
Bothman

SUBJECT FOSTER-WOODSTOCK COUPLET

A proposed detail scheduling for the Foster-Woodstock Couplet has been reviewed and accepted both by this office and the City of Portland.

The preliminary signing for the project has been approved both by this office and the City of Portland and was sent to Salem.

The striping plans are currently being reviewed by the City, apparently received from some office of our Division in Salem. They City should have these to Metro this week and we will relay them when received.

The construction plans have been reviewed by the City. They have committed themselves to return those to this office this week.

The coordination on this project has been extremely difficult due to the number of people in the OSHD working with the various people in the City. I refer to your Design Section personnel, Traffic Section personnel, County-City personnel as well as some activities being coordinated through Metro personnel. I strongly urge that steps be taken to coordinate all this activity on future projects through the Metro section so that the City has only one office to deal with.

I believe there was confusion of a similar nature on Going Street, resulting in a complete revision of the signing plans after the contract had been let.

ar

cc E. S. Hunter
R. L. Schroeder
W. J. Hart
L. E. George
H. S. Cox

1 Versteeg
2 A. Olson
Scott
Swanson
P. Olson
Other

RECEIVED
ROAD
DESIGN
SECTION

8064

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 13, 1974

NOTED
E. S. HUN

Mr. Bob Johnson
Traffic Engineer
Multnomah County Public Works Dept.
2115 S.E. Morrison Street
Portland, Oregon 97214

Easement Description
Portland Traction Company
S.E. 89th Avenue-S.E. 106th
Avenue Section
Foster-Woodstock Blvd.
Multnomah County
R/W File No. 48120

Dear Mr. Johnson:

As promised in our telephone conversation of February 13, enclosed are four copies of the easement description and four copies of the PUC map and profile covering the easement which will have to be obtained from Portland Traction Company for the widening of the grade crossing of Foster Road at the Portland Traction Company tracks on the S.E. 89th Avenue-S.E. 106th Avenue Section of the Foster-Woodstock Blvd. Couplet in Multnomah County. The tri-party agreement between the city of Portland and Multnomah County in the Oregon State Highway Division calls for the Multnomah County to obtain the necessary easement from the Portland Traction Company and so this information is being furnished for your use in this purpose. As per your request, our right of way division will make the appraisal of the easement and as soon as this is completed I will forward it to you for your use.

If there is anything further I can do to assist you in obtaining the necessary agreement and easement from the Portland Traction Company, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utilities Engineer

JEC:kas

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Milner Mead
L. C. Grothaus

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8064

bc: R. L. Schroeder
W. L. Barrie
R. N. Bothman
J. E. Chidsey

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 31, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Re: Eligibility for Reimbursement
Bureau of Water Works/City of Portland
S.E. Foster Road-S.E. Woodstock
Couplet Section
FAUS 1073

Dear Mr. Rector:

Our Utility and Legal Sections have reviewed the eligibility of adjusting Bureau of Water Works facilities with federal funds for the subject project. They report the following:

> The fact that the City of Portland has a separate Bureau of Water Works and have an internal agreement where any projects that require the relocation of their facilities will be paid for out of its other city funds to the Bureau of Water Works, does not entitle relocation affecting the Bureau of Water Works on City-State projects to State or Federal participation in those costs. The Bureau of Water Works is a part of the government of the City of Portland and is controlled by the City of Portland. The fact that they have separate funding and are a separate agency from other agencies of the City of Portland does not place them in a category that would entitle them to be reimbursed for relocation of facilities. These are still facilities owned, in effect, by the City of Portland and they have the responsibility for relocating them pursuant to the City-State agreement.

NOTED
R L SCHROEDER

RECEIVED
JAN 30 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

It is our opinion that the provisions of the PPM and State law do not allow the State to reimburse the City for relocation of its own facilities, and therefore, that it is an internal financial arrangement that will have to be taken care of by the City.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Engineer

RU:ljt

cc: Wayne Oberding

File

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 23, 1974

RECEIVED
JAN 24 1974
UTILITY UNIT

RECEIVED
COUNTY & CITY SECTION
JAN 28 1974
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Jack M. Cartwright
Utility Office Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RE: Eligibility for Reimbursement
Bureau of Water Works/City of Portland
SE Foster Rd.--SE Woodstock Couplet Section

Dear Mr. Cartwright

I have reviewed the pertinent portion of the City-State Agreement and also the provisions of PPM 30-4 relating to "Eligibility for Reimbursement" and have the following to offer.

The fact that the City of Portland has a separate Bureau of Water Works and have an internal agreement where any projects that require the relocation of their facilities will be paid for out of its other city funds to the Bureau of Water Works, does not entitle relocation affecting the Bureau of Water Works on City-State projects to State or Federal participation in those costs. The Bureau of Water of Works is a part of the government of the City of Portland and is controlled by the City of Portland. The fact that they have separate funding and are a separate agency from other agencies of the City of Portland does not place them in a category that would entitle them to be reimbursed for relocation of facilities. These are still facilities owned, in effect, by the City of Portland and they have the responsibility for relocating them pursuant to the City-State agreement.

Again, it is my opinion that the provisions of the PPM and State law do not allow the State to reimburse the City for relocation of its own facilities, and therefore, that it is an internal financial arrangement that will have to be taken care of by the City.

Sincerely

Jack L. Sollis
Assistant Attorney General

NOTED
J. M. CARTWRIGHT

cc: City & County 1-28-74
nb ATTN: Dick Unrein
cc: Walter L. Barrie
cc: Jack Hesla 1-25-74

January 18, 1974
Salem, OR 97310

J. L. Sollis
Assistant Attorney General

BUILDING

Eligibility for Reimbursement
Bureau of Water Works
City of Portland
SE Foster Rd.-SE Woodstock Blvd
Couplet Section
Multnomah County

The City of Portland Highway Coordinator, Wayne Oberding, has advised Jack Hesla that it is their opinion that the Bureau of Water Works should be reimbursed for any relocation of their facilities required to accommodate the subject project in that area under the jurisdiction of the City of Portland.

Attached for your reference are the following:

1. Page 5 of the Agreement between the State, Multnomah County and the City of Portland, which covers utility relocations.
2. Page 3 of PPM 30-4, dated June 29, 1973, which contains Paragraph 3, "Eligibility" for reimbursement.
3. A copy of a letter dated May 29, 1973, from Lloyd Anderson, Department of Public Works, City of Portland, to the Bureau of Water Works, the City Engineer and the Traffic Engineer concerning reimbursement for relocation of City services in street area.

Please advise whether the Bureau of Water Works, City of Portland, has a legal right to reimbursement under the terms of the State-County-City Agreement, PPM 30-4 and their attached policy letter.

JMC.

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

cc: Jack Hesla

SECTION III
(Utility Relocations)

THINGS TO BE DONE BY STATE:

1. State shall submit a program to the Federal Highway Administration for approval of any project utility relocations that are eligible, under Federal Highway Administration Policy and Procedure Memorandum 30-4, for Federal participation.

2. Subject to audit State shall, in the first instance and upon receipt from City and County of an itemized statement in triplicate of such expenses, reimburse City and County for their actual costs incurred in relocating or extending any utility conduits, lines, poles, mains, pipes, and such other facilities located within the project which are eligible for Federal participation.

3. State shall pay for and contribute toward the final total eligible Federal reimburseable utility relocations as provided in paragraph 5 of SECTION VI of this agreement.

THINGS TO BE DONE BY CITY:

1. City shall relocate or cause to be relocated all privately or publicly owned utility conduits, lines, poles, mains, pipes and such other facilities within the jurisdiction and control of City where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for Federal participation under PPM 30-4 shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

2. City shall five weeks prior to the bid opening furnish State with an estimate, based on the plans for the project furnished by State, of the cost of eligible reimburseable utility relocations.

3. City shall certify to State five weeks prior to bid opening that the occupancy and/or adjustment of existing utilities within the City and within the right-of-way of the project have been authorized by permit, franchise, or other approved procedures.

4. City shall obtain State's concurrence and/or approval of any new utility installations within the City and within the rights-of-way of the project until such time as City develops a utility accommodation policy procedure approved by the Federal Highway Administration.

5. City shall prior to the relocation of eligible reimburseable utilities under this section deposit with State a sum of money as stipulated in paragraph 3 of SECTION VI of this agreement.

6. City shall submit to State billings, in triplicate, of eligible reimburseable utility relocation expenses incurred by City under this section for periods of not less than two month's duration based on actual expenses to date. All City records and billings shall conform to PPM 30-4.

7. City shall pay for and contribute toward the final total eligible reimburseable utility relocation expenses as provided in paragraph 5 of SECTION VI of this agreement.

q. "Administrator" shall mean the Federal Highway Administrator.

3. ELIGIBILITY

a. Federal funds may participate, at the pro rata share applicable, in an amount actually paid by a State, or a political subdivision thereof, for the costs of utility relocations under one or more of the following conditions:

(1) Where the utility has the right of occupancy in its existing location by reason of holding the fee, an easement or other real property interest, the damaging or taking of which is compensable in eminent domain subject to the provisions of paragraph 3d below.

(2) Where the utility occupies either publicly or privately owned land or public right-of-way, and the State's payment of the costs of relocation is made pursuant to State law and does not violate a legal contract between the utility and the State, provided an affirmative finding has been made by FHWA that such a law forms a suitable basis for Federal-aid fund participation under the provisions of 23 U.S.C. 123.

(3) Where the utility which occupies publicly owned lands or public right-of-way is owned by an agency or political subdivision of a State, and said agency or political subdivision is not required by law or agreement to relocate its facilities at its own expense, provided the State has furnished a statement to the division engineer establishing and/or citing its legal authority or obligation to make such payments, and an affirmative finding has been made by FHWA that such a statement forms a suitable basis for Federal-aid fund participation under the provisions of 23 U.S.C. 123. This statement should reflect the basis of the State's payment Statewide except where conditions otherwise limit its application to political subdivisions, projects or individual relocations.

b. Where a State enacts a new utility relocation statute or amends an existing statute and requests reimbursement pursuant to the provisions of paragraph 3a(2) or (3) above, the State shall furnish the division engineer copies of the statute, along with a statement reflecting the difference, if any, between the utility relocation payment standards under State law and those established by this memorandum. Before reimbursement is approved, two copies of the statute and statement shall be submitted through the Regional Federal Highway Administrator, along with appropriate comments to the Office of Engineering for review and referral to the Chief Counsel. While such reviews are underway, the division engineer may conditionally authorize utility relocations subject to an affirmative finding by FHWA that the State's submission forms a suitable basis for reimbursement under 23 U.S.C. 123. Should at any time the utility relocation statute become a matter of litigation, the State shall so inform the FHWA.

c. Federal funds may not participate in payments made by a political subdivision for relocation of utility facilities where State law prohibits a State from making payment for relocation of utility facilities.

d. Where the basis of the State's payment of the cost of relocation is made pursuant to the conditions under paragraph 3a(1), the State shall obtain and have on record suitable evidence of the utility's title to a compensable real property interest. Where the utility's property interest is not a matter of public or private record an affirmative finding by the State's legal counsel of the utility's compensable interest shall be incorporated as part of the State's records. Cases involving the relocation of utilities occupying Federal lands are to be submitted to FHWA for review in accordance with the provisions of paragraph 7m.

e. Where the advance installation of new utility facilities, crossing or otherwise occupying the proposed right-of-way of a future planned highway project, is either underway, or scheduled to be underway, prior to the time such right-of-way is purchased by or under control of the State, arrangements should be made for such facilities to be installed in a manner that will meet the requirements of the future planned highway project. Federal funds are eligible to participate in the additional costs incurred by the utility that are attributable to and in accommodation of the planned highway project, provided such costs are incurred subsequent to authorization of the work by the division engineer. For example, such additional costs may include the cost of providing higher poles or longer spans, encasement of cable or pipes, additional length of facilities and the like, that are needed to protect the planned highway and its safe operation, and which otherwise would not be required by the utility for its own operation. Subject to the other provisions of this memorandum, reimbursement may be approved under the foregoing circumstances when it is demonstrated that the action taken is necessary to protect the public interest, and the adjustment of the facility is necessary by reason of the actual construction of the planned highway project. Emergency situations may be processed in the manner prescribed by paragraph 7p.

4. RIGHTS-OF-WAY

a. Replacement right-of-way to be acquired by or on behalf of a utility shall be programed and authorized either as an

Jla
Route WTM
All Div. Chiefs

	JLA	
✓	WTM	[illegible]
✓	RNC	[illegible]
	RER	Copy
	JPN	Copy
	LDB	
	LFD	copy
	LOH	
	HHH	copy
	JRB	
	WBC	Copy
	JFW	

JK
copy file

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

May 29, 1973

From Department of Public Works

To Bob Hyle - Water Bureau Manager
James Apperson - City Engineer
Addressed to Don Bergstrom - Traffic Engineer

Subject Amortization Policy Relating to Relocation of City Services in the Street Area

The City Engineer has requested that the City's policy relating to relocation of City Services in the street area be examined to see if an amortization clause should be included.

A survey of 13 western cities failed to show any consistent policy of funding. However, it is the opinion of this office that cost less amortization (includes labor and materials) is the only sensible approach for arriving at the true operational expense of each affected Bureau. It is also the most fair way of allocating.

Therefore, the City's policy relating to relocation of City Services in the street area promulgated on September 7, 1972 is amended to read as follows:

> When a community or public improvement project (as differentiated from a local improvement) that relates to the street area, paid for with City funds is being planned, the initiating fund (that fund in need of or causing the project) should include all relocation costs (minus amortization) of City owned services and facilities in the cost of the project and these costs must be borne by the initiating fund, providing the facilities' and services' original location, and depth (if underground) were duly approved and a permit issued by the office of the City Engineer.
>
> If a facility or service was installed without a permit or approval of the City Engineer or in cases where a permit was issued but a deviation from the plan occurred without approval of the City Engineer, the City service or bureau offending will be required to pay its own facilities' relocation costs.

Attached for your information is a copy of the survey and the report and recommendations relating to amortization prepared at my request by Bill Lind.

LLOYD ANDERSON

cc: City Council
bd

8064

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 30, 1974

Mr. Leslie Thoreen
Engineering Supervisor
Portland General Electric Co.
621 SW Alder St.
Portland, OR 97205

Lents Substation (SE 103rd & Foster Rd.)
SE 89th Ave.-SE 106th Ave. Section
SE Foster Road & SE Woodstock Blvd.
Multnomah County
R/W File: 48050

Dear Mr. Thoreen:

Attached are two copies of Plan Sheet 2L for the subject project which shows the proposed retaining wall and chain link fence to be installed along the new north property line of the Lents Substation. Also attached are two copies each of a plan and surfacing detail for the reconstructed bus turn-around at the east end of the Substation site.

If the proposed retaining wall, chain link fence and reconstructed bus turn-around are acceptable to PGE, please approve and return one set of the attached plans to this office at your earliest convenience. Further information or assistance may be obtained from Jack Hesla or this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
JAN 30 1974
Office of
Assistant State Highway Engineer

JMC:jly

bc: H. S. Coulter
R. N. Bothman
Bill Cole
Jack Hesla

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1-29-74

PROJECT	TOTAL COST	FEDERAL FUNDS
FOSTER-WOODSTOCK COUPLET FAUS 1073 (1)	75,000	47,670
FAUS 1073 (2)	385,211	301,042
49TH – KERR ROAD FAUS 1017 (1)	59,400	37,700
13TH STREET S.E. FAUS 3074 (1)	31,000	19,700
30TH & AMAZON FAUS 5104 (1)	10,000	6,300
	$560,611	$412,412
PORTLAND METRO AREA CARPOOL DEMONSTRATION PROJECT M 5025 (28) (90% Fed)	$250,000	$225,000
	$810,611	$637,412

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

January 29, 1974

F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County-City Engineer

RE: Advance Deposit
Foster-Woodstock Couplet
Project M-1073 (2)

Dear Sir:

Transmitted herewith City of Portland Warrant No. 61336 in the amount of $35,000 to cover the estimated City right of way items as called for in the subject project urban system agreement.

Very truly yours,

James L. Apperson
JAMES L. APPERSON, P. E.
City Engineer

WJO:vl

RECEIVED
COUNTY & CITY SECTION
JAN 30 1974
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 61336 Am' $35,000.00
By Gegrass Date 1/30/74
For Foster-Woodstock Couplet
Proj M-1073(2)
Portland

8064

J

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 18, 1974

TO MEMO TO THE FILE

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT S. E. 89th Avenue - S.E. 106th Avenue
FAU-1073 (S.E. Foster Road and S.E. Woodstock Boulevard)
Multnomah County

In order that available urban funds be expended on the subject project before the time expires, it is proposed that the following actions be taken.

1. Final Design Unit proceed at full speed to produce the construction plans.

2. Right-of-Way Section proceed as fast as possible to acquire the necessary right-of-way. It is suggested that if at all possible acquisition of parcels on which people are living receive the priority.

3. Railroad and Utility Unit proceed in finalizing the required agreements with all railroads and utilities affected.

4. When the construction plans are completed the Specifications Unit will write the specs for the project and prepare an estimate.

5. At this time the status of the right-of-way acquisition will be examined. If acquisition has been completed or substantially so, application for P.S. & E. approval will be made to the FHWA on the premise that right-of-way acquisition is clear or that it is in the public interest to proceed with the project and the contract plans will indicate which parcels the contractor may not occupy until they are clear.

   Preliminary discussions with the FHWA indicate they will cooperate in this procedure in every possible way to the end that the contract will be let and the funds expended while they are still available.

FET:we
cc: E. S. Hunter
L. H. Young
J. B. Boyd
R. N. Bothman
C. T. Christianson, FHWA
W. E. Cole

y

RECEIVED
JAN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8064

1-18-74

TRANSACTION NUMBER 1-48

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

DATE 1-18-74

BY (Signature) L. H. YOUNG'S 1-15-74 LETTER

TITLE OFFICE ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 5 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
5	M-1073(2)	0.69	385,211	301,042	S.E. 89TH AVE. - S.E. 106TH AVE. SECTION. MULTNOMAH COUNTY.	RIGHT OF WAY ACQUISITION.

RECEIVED
STATE HWY ENGR
JAN 22 '74
REFER TO R/W
FOR
Info Inves P/D D/R Sign Act File

Orig — 1-23-74

REMARKS (Division)

THE RELOCATION PLAN SUBMITTED WITH MR. YOUNGS JANUARY 15, 1974 LETTER IS APPROVED. USE OF THE METROPOLITAN RIGHT OF WAY OFFICE AT 5821 N. E. GLISAN ST., PORTLAND IS ALSO APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTALS AND RELOCATION ASSISTANCE.

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE 1-18-74

SIGNATURE AND TITLE
VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

January 17, 1974

Mr. Oliver J. Domreis, Director
Division of Multnomah County
Public Works
2115 S. E. Morrison Street
Portland, Oregon 97204

Re: Advance Deposit
Project M-1073(2)

Dear Mr. Domreis:

We hereby request Multnomah County's advance deposit in the amount of $7,200 to cover County right-of-way items as provided for in paragraph 2 under THINGS TO BE DONE BY COUNTY on page 4 of the Urban System Agreement pertaining to the establishment of a Foster Road-Woodstock Blvd. Couplet in the vicinity of I-205.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

cc: Wayne Oberding

3/18/74
Called Domreis:
He said Board had
approved check, but their
Accounting Sec. hadn't sent
check to Pub Wks

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

January 15, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. M-1073(2), S.E. 89th Ave.-S.E. 106th Ave. (Portland) Sec.

We are submitting program data for one Urban System right-of-way project, Item No. 5, Project No. M-1073(2), which we desire to have included in the Federal-aid Urban System Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition including incidentals and relocation assistance for the project. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map 9B-11-11.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person on this project. This assurance is based on the enclosed copy of a relocation plan dated January 1974 which indicates that adequate replacement housing is available. Relocation assistance will be provided from the Metropolitan Right of Way office at 5821 N.E. Glisan Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

CL:js

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

1-15-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (19) 1 (20)

PROJECT LOCATION (45 typewriter spaces) 21 City St. S.E. Foster Rd. (89th-106th) Portland 65

ADT — PRESENT 10,000 (66) — FUTURE 23,000 (70) — YEAR 94 (71) (72)

REGION 10

STATE NAME Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition 28 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

OA CLASSIF. (70)

OA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER (S) 14 M- 20 — NUMBER 7 1073

CARD

CLASS OF FEDERAL FUNDS Urban System

COUNTY NAME Multnomah

NAME OF URBAN AREA 17-31 Portland

ROUTE NO. U

FEDERAL-AID 1073 (32)

STATE City St. (36) (37)

U.S.

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		City St. S.E. Foster Rd. from S.E. 89th Ave. to S.E. 106th Ave. in Portland					
5					ROW		(S.E. 89th Ave.-S.E. 106th Ave. Section)	0.69	385,211	301,042	42,084	(City) 34,93 (Co.) 7,154
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.69	385,211 (16) (23)	301,042 (24) (32)
1	14	PROGRAM APPROVAL DATES				

STATE FUNDS 42,084 — OTHER FUNDS 42,08

REMARKS

Additional Data: see Item

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

1-15-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. S.E. Foster Rd. (89th-106th) Portland		10,000	23,000	94	10	Oregon	41	W32	5

SED WORK (35 typewriter	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition								M-	1073	(2)		

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Multnomah	051	☐ 1 OR ☒ 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	1073	City St.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St. S.E. Foster Rd. from S.E. 89th Ave. to S.E. 106th Ave. in Portland						ROW acquisition all phases incl. incidentals, relocation assistance & building demolition.
ROW		(S.E. 89th Ave.-S.E. 106th Ave. Section)	0.69	385,211	301,042	42,084	(City) 34,931 (Co.) 7,154	(Future 4 lane facility with sidewalk/ bikeway)
ONST (CODE)								ROW - 80' normal Access control - partial Parking restrictions- partial
BY		PROJECT TOTALS	0.69	385,211	301,042	42,084	42,085	

PPROVAL DATES

REMARKS
Additional Data: see Item No. 2 Project No. M-1073(1).

USCOMM DUSCOMM-DC 48805-P61

S.E. 89TH AVE.-S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION

PROJECT NO. M-1073(2)

Project Data: Right-of-way acquisition, all phases, including incidental costs, relocation assistance and payments and building demolition as required to provide for future construction of a Foster Road-Woodstock Blvd. couplet. The couplet will tie into sections of Foster Rd. and Woodstock Blvd. being reconstructed within the limits of I-205. New connections between Foster Rd. and Woodstock Blvd. near 90th Ave. and Henry St. will be constructed to a 40-foot (3-lane) curbed section with 10' sidewalk/bikeways. The one-way portion of Foster Rd. from 89th Ave. to S.E. Henry St. will be constructed to a 44-foot curbed section which will provide for 3 12-foot travel lanes and 8-foot parking lane and 8-foot sidewalks. Foster Rd. from S.E. Henry St. to 106th Ave. will be widened to a 68-foot curbed section to provide for 4 lanes of two-way traffic with a 16-foot median and 5-foot left and 8-foot right sidewalks. Revise existing traffic and railroad crossing signals, provide traffic signing and striping and other minor work.

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

Railroad Data:

Name of Railroad	Portland Traction Company
Number of Tracks	Two (1 main, 1 siding)
Number of Trains	Two per day
No. of High Speed Trains	None
Existing Protection	Flashing light, X-Bucks & Adv. Warning
Proposed Protection	Flashing lights, gongs, & gates
Railroad Protection	Maximum

Public Hearings: Held June 15, 1973. Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of September 13, 1973.

Design Approval: FHWA memo of January 4, 1974.

State and District Clearinghouse Approvals: Sub
Project M-1073(1).

Final Environmental Statement of July 26, 1973 w
Secretary of Transportation on October 15, 1973.

Data for PR-37: Relocation assistance consists
8 families and 3 businesses estimated as follows

a.	Moving Costs	
	8 families	$ 4,000
	3 businesses	6,000
b.	Replacement Housing	16,000
c.	Incidental Costs	2,000
		$28,000

Estimated cost of building demolition is $7,500.

Note: This project is in Congressional District

Control of Utilities: The State has the legal a
the use by utilities of the right-of-way on this
City-County agreement to comply with paragraph 6
executed on February 28, 1973.

S.E. 89TH AVE.-S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION

PROJECT NO. M-1073(2)

ta: Right-of-way acquisition, all phases, including
costs, relocation assistance and payments and building
as required to provide for future construction of a
d-Woodstock Blvd. couplet. The couplet will tie into
f Foster Rd. and Woodstock Blvd. being reconstructed
limits of I-205. New connections between Foster Rd.
ock Blvd. near 90th Ave. and Henry St. will be con-
o a 40-foot (3-lane) curbed section with 10' sidewalk/
The one-way portion of Foster Rd. from 89th Ave. to
St. will be constructed to a 44-foot curbed section
provide for 3 12-foot travel lanes and 8-foot parking
-foot sidewalks. Foster Rd. from S.E. Henry St. to
will be widened to a 68-foot curbed section to provide
s of two-way traffic with a 16-foot median and 5-foot
-foot right sidewalks. Revise existing traffic and
rossing signals, provide traffic signing and striping
inor work.

ion, Airports, Water Development, Historical and
al Areas: None involved.

ta:

f Railroad	Portland Traction Company
of Tracks	Two (1 main, 1 siding)
of Trains	Two per day
High Speed Trains	None
g Protection	Flashing light, X-Bucks & Adv. Warning
ed Protection	Flashing lights, gongs, & gates
d Protection	Maximum

rings: Held June 15, 1973. Certification required by
"Public Hearings" of Title 23 U.S.C. was made under
of September 13, 1973.

oval: FHWA memo of January 4, 1974.

State and District Clearinghouse Approvals: Submitted under P.E. Project M-1073(1).

Final Environmental Statement of July 26, 1973 was accepted by the Secretary of Transportation on October 15, 1973.

Data for PR-37: Relocation assistance consists of displacement of 8 families and 3 businesses estimated as follows:

a. Moving Costs	
8 families	$ 4,000
3 businesses	6,000
b. Replacement Housing	16,000
c. Incidental Costs	2,000
	$28,000

Estimated cost of building demolition is $7,500.

Note: This project is in Congressional District No. 3.

Control of Utilities: The State has the legal authority to control the use by utilities of the right-of-way on this project. A State-City-County agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on February 28, 1973.

3064

January 15, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System project.

Item No.	Project No.	Section Name & PNRS No.
5	M-1073(2)	S.E. 89th Ave.-S.E. 106th Ave. PNRS #7207-2-090

Enc.

cc: R. N. Chase
B. L. Gifford

CL:js

8064

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

NOTED
H. S. COULTER

METROPOLITAN ENGINEER
RECEIVED
JAN 1
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

DATE January 9, 1974

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Preliminary Construction and Striping Plans
SE Foster-Woodstock Couplet
SE 89th-106th Avenue Section

Bob— Should I raise any question re portion from 102nd and 106th outside city limits?
Scott

Monday, January 7, 1974, an informal meeting was held with representatives from the Traffic Section; the City of Portland, Bureau of Traffic Engineering; and the Traffic Engineer from the Metro office.

At this meeting the preliminary signing, with some of the problems involved, was discussed. The representatives from the Bureau of Traffic Engineering stated they would like to see some changes made in the design and striping plans. Also due to the fact the City uses a different length for striping, they would probably like to do the striping themselves. They further requested a set of the preliminary construction and striping plans for their use. The City people are going to get together and submit to R. N. Bothman a preliminary construction and striping plan which is acceptable to both the Traffic Engineering and City Engineering Departments. The matter of the City doing its own striping will also be mentioned in their transmittal letter to the Metro office.

Would you please send the requested copy of the preliminary plans to Mr. D. E. Bergstrom, City of Portland Traffic Engineer, Bureau of Traffic Engineering, 420 SW Main Street, Portland, Oregon 97204.

DKH:ds

cc: R. N. Bothman

Coulter
Hunter
cc George
Versteeg

LE George:
I believe solution to mix-up experienced can be solved by use Metro section for all contacts w/City
Bothman

RECEIVED
JAN 18 1974
Office of
Assistant State Highway Engineer

-8064

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 7, 1974

Portland General Electric Co.
621 SW Alder St.
Portland, OR 97205

Mr. Roger W. Sharp

Preliminary Right of Way Map
SE 89th Ave.-SE 106th Ave. Sec.
Foster Rd.-Woodstock Blvd.
Multnomah County

Dear Sir:

Enclosed is a preliminary right of way map, our File No. 9B-11-11 for this project. The present tentative schedule calls for opening of bids on June 20, 1974.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated June 29, 1973.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. Jack Hesla, Regional Utility Engineer, 5821 NE Glisan St. P.O. Box 13160, Portland, OR 97213, telephone 238-8254. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

Ray Felcin

for J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

RMF:jly
Enc.

cc: R. E. Sullivan - PGE
bc: ~~H. S. Coulter,~~ R. N. Bothman, Jack Hesla

8064

Form [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

RECEIVED
JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE January 7, 1974

TO Lou Grothaus
Region Right of Way Supervisor

ORIGINAL SIGNED
K. A. CHATWOOD

FROM K. A. Chatwood
Administrative Right of Way Agent

NOTED
A. E. JOHNSON

SUBJECT Foster - Woodstock Couplet

NOTED
E. S. HUNTER

A meeting was held in Mr. Boyd's office today to discuss the acquisition of right-of-way on this section. Those in attendance were Mr. Boyd, Mr. Wayne Oberding of City of Portland, Mr. Hal Versteeg, Mr. Charles Mathias, Mr. Cliff Laux, Mr. Armand Riveness and myself.

By everyone connected with the project getting his part of the work done in the minimum possible time, it is possible to get a contract awarded by July 19, 1974.

The schedule agreed upon is as follows:

Relocation Report - in by January 11, 1974
Programming - to FHWA - January 16, 1974
Back from FHWA - January 23, 1974
Appraisal - February 27, 1974
Negotiation, 2 weeks - March 13, 1974
R/C to Complaint - April 10, 1974
Relocation, 13 weeks (90 day notice) - July 10, 1974
Possession - July 19, 1974

RECEIVED
STATE HWY ENGR
JAN 9 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

If FHWA approves and authorizes the project by January 23, all parties are hereby requested to cooperate and communicate with

cc A.E. Johnson BCF 1/23/74

NOTED
J. B. BOYD

each other. All possible Right of Personnel are to be assigned a portion of the project. Region I will provide right-of-way agents to assist, should Mr. Grothaus request help.

We realize this is an almost impossible task. It puts Right of Way on its mettle. Should the project not be let by July 19, the Federal money will be lost. Your cooperation will be greatly appreciated.

KAC:LS

cc Hill Young
Hal Versteeg
Charles Mathias
J. B. Boyd
J. J. Smith
Ken Rolfe
Armand Riveness
Wayne Oberding
Cliff Laux

8064 1-4-74

U. S. DEPARTMENT OF TRANSPORTATI[illegible]EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE[illegible]AL AID PROJECT NO.: M-1073(1)

STATE PROJECT NO.: SE 84TH-106TH AVE. SECTION FOSTER-WOODSTOCK COUPLET

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: M-2

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: JANUARY 4, 1974

FEDERAL ROUTE NUMBER: URBAN ROUTE #1073

STATE ROUTE NUMBER: CITY STREET

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. YOUNG'S NOVEMBER 9, 1973 LETTER, DESIGN APPROVAL IS HEREBY GRANTED.

1-8-74
original to young

RECEIVED
JAN 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 7'74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: 1-4-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 15, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project M-1073(1)
S. E. 84th-106th Avenue Section
Foster-Woodstock Couplet
(Mr. Young's letter, 11-9-73)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We agree that further location approval actions on this project are not necessary. This project will be eligible for design approval and authorization to proceed with the preparation of PS&E documents - as requested in Mr. Young's letter - after the expiration of the 30-day time period allowed for review and comment on the final Environmental Impact Statement, as required by paragraph 61(2)(b) of PPM 90-1.

The approval would be on or after November 17, 1973, provided that the comments received did not raise issues that would require additional study.

for G. L. Green

NOTED
E. S. HUNTER

cc Young
Cox
Venting

RECEIVED
STATE HWY ENGR
NOV 19 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy au

RECEIVED
NOV 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

November 9, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Design Approval
S.E. 89th Ave.-106th Ave. (Foster/Woodstock) Sec.
Project M-1073(1)

We hereby request your concurrence that the location (Corridor) for the highway section covered by the subject project had been established and received approval by FHWA prior to November 1, 1973 based on the following actions:

a. I-205 Foster Road-Woodstock Boulevard Interchange layout was approved January 17, 1972 by Mr. Valach (FHWA).

b. "Throughway Agreement" covering the Portland Unit of I-205 in which paragraph 8 sets forth the one-way couplet utilizing S.E. Foster Road and S.E. Woodstock Boulevard as part of the requirements for the interchange.

The agreement was approved by the City of Portland, Oregon State Highway Commission and FHWA (G. R. Brooks) on August 31, 1967, October 31, 1967 and November 28, 1967, respectively. Copies of the agreement were furnished FHWA.

We further request your approval of the design, as set forth hereinafter, for the subject project.

a. Foster Road from 106th Avenue to Henry Street:
68' pavement to provide four travel lanes (12' inside and 14' outside each direction) with 16' turning median.

b. One-way couplet: Foster Road, 44' pavement to provide three 12' travel lanes, one 8' parking area and 8' walks on each side. Woodstock Blvd., 40' pavement to provide two 14' outside and one 12' center lanes with 10' sidewalks each side (this applies to the connectors to Foster Road).

More complete design details are contained in the study report which was furnished your office on September 21, 1973. The report consisted of:

1 copy City of Portland's letter of September 17, 1973 requesting design approval.

1 copy Study Report for Foster/Woodstock Couplet prepared by City of Portland, dated September, 1973.

The Highway Division has considered the study report and the hearing transcript as well as the social, economic, and environmental effects and has concluded that the design recommended by the City of Portland and described hereinabove is suitable for the proposed project.

The certification as required by Section 128, "Public Hearings" of Title 23 was submitted as a separate letter dated September 13, 1973.

The "Final Environmental Impact Statement" was submitted by letter dated July 31, 1973.

The description of the design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy was previously furnished your office.

A-95 Review requirements were submitted under PE Project M-1073(1).

We further request your authorization to proceed with the PS & E preparation phase of the preliminary engineering as programmed under Project M-1073(1).

RNC:pr

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

Throughway Agree.
Portland Unit
Pacific Hwy (I-5) - Wash. State Line Sec.
East Portland Freeway No. 6A (I-205)
City of Portland,

Approved by Hwy Comm.
Oct 31, 1969
Approved by FHWA
Nov. 28, 1969
(G.R. Brooks)
Approved by City
Aug. 31, 1969

This agreement
Engineer of the Bureau of Public
resentative.

7. The parties hereto, further agree to complete cooperation between the said parties with respect to the construction of the throughway, and prior to construction, plans shall be submitted to City for their consideration and review.

8. The parties further agree and understand with respective consideration to the S.E. Foster Road-S.E. Woodstock Boulevard Interchange, that State shall construct said interchange as indicated, only in the event City will, at their sole expense, obtain the necessary right of way, construct and thereafter maintain a one-way couplet utilizing said S.E. Foster Road and S.E. Woodstock Boulevard prior to or concurrent with State's construction of the throughway in the immediate vicinity.

The parties further agree and understand, with respect to the S.E. Foster Road-S.E. Woodstock Boulevard Interchange, that property owners located in the areas to be purchased by City in order to provide for this one-way couplet, shall be reimbursed by State as provided by State law for the balance of this State highway construction.

9. The parties further agree with respect to the S.E. Glenwood Street separation structure, that said structure as indicated could be deleted, thereby closing said S.E. Glenwood Street at the easterly and westerly access control lines of the throughway. In the event said structure is deleted, a newly constructed street would be built adjacent to Portland Traction Company Railroad and would pass under the throughway utilizing said Portland Traction Railroad separation structure. Construction of said new street would be at sole expense to State between S.E. 92nd Avenue and S.E. 97th Avenue; however, City at their sole expense, would be responsible for obtaining the necessary right of way and maintenance thereafter, upon completion of construction by State. Said right of way should be obtained by City prior to preparation of final plans by State and should further have concurrence of State as to detailed planning.

bc: R. N. Bothman
J. H. Versteeg
W. J. Hart
L. E. George
Roy Zolson
C. T. Christianson, FHWA

January 3, 1974

Mr. James L. Apperson
City Engineer
City of Portland
400 S. W. Sixth Avenue
Portland, Oregon 97204

Re: SE 89th Ave-SE 106th Ave Sect.
Foster-Woodstock Couplet (FAUS 1073)

Dear Mr. Apperson:

In response to your December 19, 1973 letter we offer the following comments:

ITEM 1(a) Illumination. Enclosed is our preliminary freeway illumination plan for the Foster-Woodstock Interchange. FHWA approval has not been received for this design.

ITEM 2(a) Traffic Signals. To be participating item, this work will have to be included in an approved State Force Order. You should contact our Metro office for the necessary details required in initiating a Force Order to cover city force work.

(b) This item will be included in the project plans and contract.

(c) Presently we do not see any need for traffic signals at this location, but if the City has any data indicating a need, we will be glad to review this information.

ITEM 3(a) Striping and Signing. The striping may be done by City or State forces under a State Force Order (Metro office to initiate). Some signing will be included in the contract and some will be by City and State forces under a State Force Order.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

ITEM 4(a) Landscaping. We understand the City will design the plantings and irrigation system and perform all the work with City forces under a State Force Order (Metro office to initiate).

(b) City to design water supply mains and furnish plans to State for inclusion as bid items in contract.

In order to keep this project on schedule the City should submit all their data to State prior to March 1, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

Encl.

cc: R. E. Rector
W. J. Oberding

FAU

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 2, 1974

TO Mr. H. S. Cox
City-County Engineer

FROM Walter J Hart

For L. L. Wallace
Bridge Design Engineer

SUBJECT S.E.Foster Rd.-S.E.Woodstock Blvd. Sec.
East Portland Freeway
Multnomah County

RECEIVED
COUNTY & CITY SECTION
JAN 3 1974
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Attached are three sets of the preliminary illumination design for the Foster-Woodstock interchange for transmittal to the City of Portland as requested in their letter of December 18, 1973. This lighting plan has not yet been approved by the Federal Highway Administration.

The initial lighting plan (Alternate C) is to be contracted first with the remainder of the full lighting plan (Alternate A) to be contracted at a later date.

JEB:dh
Attachment

FAUS
Portland

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

December 18, 1973

RECEIVED
COUNTY & CITY SECTION
DEC 24 1973
☐ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
State Highway Building
Salem, Oregon 97313

Attn: H. S. Cox County City Engr.

Re: S. E. 89th - S. E. 106th Ave. Sec.
S. E. Foster Rd. & S. E. Woodstock Blvd.
FAU 1073, Construction

Gentlemen:

In order to promote the least amount of conflict to the contractor's activities during the construction of the subject project; it is the City's desire, contrary to the preliminary engineering narrative report, to have the following items included in the general contract:

1. Illumination

   (a) The City will submit their design plan to the State for the State's final approval and inclusion in the project as a contract item.

2. Traffic Signals

   (a) City Forces will make such revisions of the existing traffic signals at S. E. Foster & 92nd Avenue and S. E. Woodstock and 92nd Avenue as are necessary for the traffic continuity of the project.

   (b) The State shall include in the general contract the necessary conduit, including pull wires, to inter tie the 92nd - Foster - Woodstock signals to the Freeway interchange signals to be installed approximately at 94th Avenue and Foster - Woodstock.

   (c) In the event a traffic assessment determines the necessity of additional traffic signals at 97th Avenue and Foster - Woodstock, these signals will be included in the General Construction Contract for the project.

Copy to: Bill Cole
R. H. Bothman
L. F. George
W. J. Hart
Roy Olson

Oregon State Highway Division
Salem, Oregon
Page Two.

3. Stripping & Signing

   (a) The stripping and signing at the project is to be reviewed by the City and included as contract or State supervised items.

4. Landscaping

   (a) City forces will furnish and install all landscaping items within the proposed traffic islands.

   (b) The State will include the installation of the water supply mains under pavement to the islands as a contract bid item.

It should be noted that the design for the illumination features of this project is contingent on the illumination design used for the freeway interchange. We would appreciate receiving the freeway illumination design as soon as possible.

Please contact us if we may be of any service in this project.

Sincerely yours,

James L. Apperson
JAMES L. APPERSON
City Engineer

cc: D. E. Bergstrom, Traffic Engineer
Sam Maerz
Dale Christensen, Par$\overset{k}{t}$s Supervisor

SUBJECT I-205 Illumination

Here are preliminary designs ~~[illegible]~~ for ~~four~~ two alternate methods of illuminating ~~[illegible] four sections of [illegible]~~ Foster-Woodstock Interchange.

Alternate A utilizes 400W and 1000W high pressure sodium (HPS) luminaires: & 150W underdeck high pressure sodium (HPS) luminaires

Alternate C uses a minimum number of 400W and 1000W high pressure sodium luminaires for partial interchange lighting, & 150W underdeck high pressure sodium (HPS) luminaires

Basic assumptions common to each design are: 50-foot mounting height for luminaires, 30-foot cantilever arms where necessary to place luminaires near the edge of shoulder and "Mean Maintenance Factors" used to calculate average maintained horizontal illumination.

ILLUMINATION DESIGN INFORMATION

SECTION	Alt. A (HPS)		Alt. C (partial HPS)	
	Ave. Maint. Light Level fc	Ave./Min. Uniformity Ratio	Ave. Maint. Light Level fc	Ave./Min. Uniformity Ratio
Foster-Woodstock Interchange	1.7	2.6:1	1.6	2.6:1

8064

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 3, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

Walter J. Hart

FROM Walter J. Hart
Bridge Engineer

SUBJECT Pile Load and Plate Load Tests
Foster-Woodstock to So. Banfield Int. Sec.
I-205 Freeway
Multnomah Co.

This letter is to request permission to place the above named project on a bid schedule.

Attached is a brief summary of the work proposed and a map showing the location of the tests. The estimated cost is $87,180.00, including a 15% profit.

A letter was written to the FHWA on October 3, 1973 describing the project and asking for their tentative approval. A copy of their reply dated October 19, 1973 is attached in which they indicate their approval of the project.

With your approval we will go ahead with the necessary steps to get this project scheduled as soon as possible.

MAC/ag

Attach.

cc L. H. Young

1-8-74
OK to proceed.
ESH

RECEIVED
JAN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-8-74
original & attachments
to Walt Hart

Roy Bennett

PGE All in County
(maybe 10% or less in City)

Total 74,750

File# 48050
PGE

2 parcels
1 easement } $60,725

Utility relocation $12,000 ±

total 72,725

48051 $ 710
48052 1215

74,650

Told County 75,000

$8,250

11-15-73

Item		
Exc. = 460.9 C.Y.	3.85	1774.50
Inlets = 1	175.00	175.00
Curb = 667.6'	1.50	1001.40
S/W = 4358 □'	0.75	3268.50
D/W = 141.5 □Yd.	8.50	1202.75
A.C. = 530 tons	10.50	5565.00
C.T.B. = 1012 □Yd.	16.00	16,192.00
Exc. Conc. = 100	12.00	1200.00
Rock = 200	5.00	1000.00
8"CSP = 10	5.00	50.00
Tr Exc. = 4	4.50	18.00
Backfill = 2	5.00	10.00

$31,457

+10% $34,603

Street Constr.	34,600
PGE wall	10,000
R/W	60,000
RR Signal	40,000
	154 600 x .11 = 17,006.

original Countys obligation by letter of understanding,
20% of 80,000 = 16,000.
Letter Feb. 20 1973

11-15-73

Item		
Exc. = 460.9 C.Y.	3.85	1774.50
Inlets = 1	175.00	175.00
Curb = 667.6'	1.50	1001.40
S/W = 4358 $^{\square'}$	0.75	3268.50
D/W = 141.5 $^{\square}$Yd.	8.50	1202.75
A.C. = 530 Tons	10.50	5565.00
C.T.B. = 1012 $^{\square}$Yd.	16.00	16,192.00
Exc. Conc. = 100	12.00	1200.00
Rock = 200	5.00	1000.00
8" CSP = 10	5.00	50.00
Tr Exc. = 4	4.50	18.00
Backfill = 2	5.00	10.00

$31,457

+10% $34,603

Street Constr.	34,600
PGE wall	10,000
R/W	60,000
RR Signal	40,000
	154 600 x .11 : 17,006.

original County obligation by letter of understanding
20% of 80,000 - 16,000.
Letter Feb 21 1973

FAU

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

DIVISION OF PUBLIC WORKS
(503) 248-3591 • 2115 S. E. MORRISON STREET • PORTLAND, OREGON 97214

October 30, 1973

Mr. Dick Unrein, Urban Engr.
Oregon State Highway Division
Department of Transportation
State Highway Bldg.
Salem, Oregon 97310

RE: S. E. Foster Road #3702
(Foster-Woodstock Couplet)

Dear Sir:

Enclosed are two copies of Application and Plans for proposed widening of S.E. Foster Road No. 3702 at its intersection with Portland Traction Company railroad crossing, which we are submitting to the Public Utilities Commissioner for consideration.

Very truly yours,

Oliver J. Domreis
OLIVER J. DOMREIS
Director

JM:im
Encls.

copy to: Sollis
chidsey

RECEIVED
COUNTY & CITY SECTION
NOV 1 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SECTION IV
(Railroad Alterations)

THINGS TO BE DONE BY STATE:

1. State shall submit a program to the Federal Highway Administration for approval of any required railroad alterations that are eligible, under Federal Highway Administration Policy and Procedure Memorandum 30-3 for Federal participation.

2. Subject to audit State shall in the first instance and upon receipt from County of an itemized statement in triplicate of such expenses, reimburse County for their actual costs incurred in any alterations to railroad signals or facilities located within the project, which are eligible for Federal participation.

3. State shall assist County in filing an application before the Public Utility Commissioner of Oregon for any alterations to railroad facilities.

4. State shall pay for and contribute toward the final total railroad alteration expenses as provided in paragraph 4 of SECTION VI of this agreement.

THINGS TO BE DONE BY CITY:

1. City shall prior to any railroad alterations under this section, deposit with State a sum of money as stipulated in paragraph 2 of SECTION VI of this agreement.

2. City shall pay for and contribute toward the final total railroad alteration expenses as provided in paragraph 4 of SECTION VI of this agreement.

THINGS TO BE DONE BY COUNTY:

1. County shall, with assistance from State, file an application before the Public Utility Commissioner of Oregon for any alterations to railroad facilities, based upon preliminary project plans to be supplied by City.

2. County shall enter into any necessary agreements with Portland Traction Company, hereinafter called "Railroad," to cover alterations to their facilities. County shall submit said agreements to State for review before entering into said agreements with Railroad. Only those railroad alteration costs incurred by County and eligible for Federal participation shall be included in the total project costs and participation; all other railroad alteration expenses shall be at the sole cost of County or others.

3. County shall obtain the prior written approval of State before authorizing Railroad to proceed with any work. County shall submit all Railroad billings to State for review prior to making any payments to Railroad.

4. County shall submit to State billings, in triplicate, of eligible reimburseable railroad alteration expenses incurred by County under this section based on actual expenses to date.

8064

Form FHWA 121 (Rev. 5-73)

NOTED
S. J. COUPER
S. J. Couper

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 25, 1973

In reply refer to: 10-35-ECS

SUBJECT: Oregon Project M-1073(1)
SE. 89th Ave.-SE. 106th Ave. Section-
Foster/Woodstock Couplet
Final Environmental Statement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final environmental statement was accepted by the Office of the Secretary of Transportation and CEQ was furnished copies on October 15, 1973, for the subject project.

Attached is a signed copy of the Title Sheet of the Final Environmental Statement.

Please make copies of this final statement available as required by PPM 90-1.

The project can be advanced in the normal manner on November 17, 1973.

for Valach
G. L. Green

Enclosure

NOTED
S. J. COUPER

[illegible]

RECEIVED
OCT 29 1973

RECEIVED
STATE HWY ENGR
OCT 26 '73
REFER TO
Schroeder TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FHWA-OR-EIS-73-06-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL
Environmental Impact Statement

ADMINISTRATIVE ACTION

PREPARED BY
CITY OF PORTLAND, OREGON
Office of the City Engineer
In Cooperation With
OREGON STATE HIGHWAY DIVISION

SE 89th Ave. to SE 106th Ave.
Foster/Woodstock Couplet
Multnomah County
Portland, Oregon

This project is designed to utilize portions of two existing city streets as a one-way couplet by constructing a short connection at each end of the approximately three-quarter-mile-long section. In additon, the proposal includes lane revision of the existing roadway for one-way traffic and modification to adjacent sidewalk areas and connecting local streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

7-26-73
Date

Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

9/20/73
Date

Region Administrator

8064 45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 19, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project I-205-7(2)-
S. Banfield - Foster Road Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's October 3 memorandum requests our approval of a foundation exploration project on this section of I-205. We agree that such an investigation would be highly beneficial because of the large number of structures to be built.

We do suggest, however, that at least one more plate load test would be appropriate. The two locations chosen are quite far apart and a centrally located test would tend to balance out the results from the other two locations.

R. Pillsbury
for G. L. Green

NOTED
E. S. HUNTER
cc Hart

RECEIVED
STATE HWY ENGR
OCT 25 '73
REFER TO Hunter TAA
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	[illegible]

RECEIVED
OCT 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 3, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
Attention Mr. H. A. Schell

NOTED
E. S. HUNTER

FROM Walter J. Hart WALTER J. HART
Bridge Engineer

SUBJECT Proposed Test Pile and Plate
Load Test Program
I-205 Structures
Foster-Woodstock Uxing to
South Banfield Intch.

We are proposing to initiate a project to conduct test pile driving; pile load tests, plate load tests and comparative pile driving tests using different types of hammers at four structure sites along the above-named section.

There are about 20 structures in this section, not including the structures in the Mt. Hood Interchange.

The foundation material throughout most of the area is very similar, being composed of the medium to dense Portland Terrace Gravel Formation. This formation is up to 100-feet thick, is predominately small, sandy gravels with a small amount of clay with only an occasional boulder or cobble, and is a well draining material.

There is some question as to how far steel friction piles will have to be driven to obtain 40-50 tons bearing, or if the piles will come up to one-half or two-thirds of this value and not obtain additional bearing without excessively deep penetration.

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Also, according to the split tube and miniature pile test blow counts and the type of material, the allowable bearing capacity of the foundation material is calculated to be 5-7 tons per square foot, depending on the assumptions made and the safety factor used.

The foundation recommendation for most of the structures has been for either spread footings or steel "H" piling, with the choice depending on which is the most economical.

A test pile and plate load test program, as described below, and let as a contract as soon as possible during the design phase of these structures, should provide valuable design information concerning the following:

1. The relative ease or difficulty in driving both concrete and steel "H" piles.
2. A better estimate of the lengths required and the safe bearing that can be used.
3. The ultimate and allowable bearing capacity of the material for use with spread footings.
4. A good comparison between diesel and steam or air-driven pile hammers, with driving records and load tests to substantiate any findings.

The recommended sites and the proposed work to be done are as follows:

A. Hassalo Street

Drive and test load one steel "H" pile and one 14-inch prestressed concrete pile. Conduct two plate load tests.

B. Washington Street

Drive and test load two steel "H" piles; one pile to be driven with a steam or air hammer and one pile to be driven with a diesel hammer.

Drive and test load two 14-inch prestressed concrete piles; one pile to be driven with a steam or air hammer and one pile to be driven with a diesel hammer.

C. Holgate Street

Drive and test load one steel "H" pile.

Conduct two plate load tests.

D. Harold Street

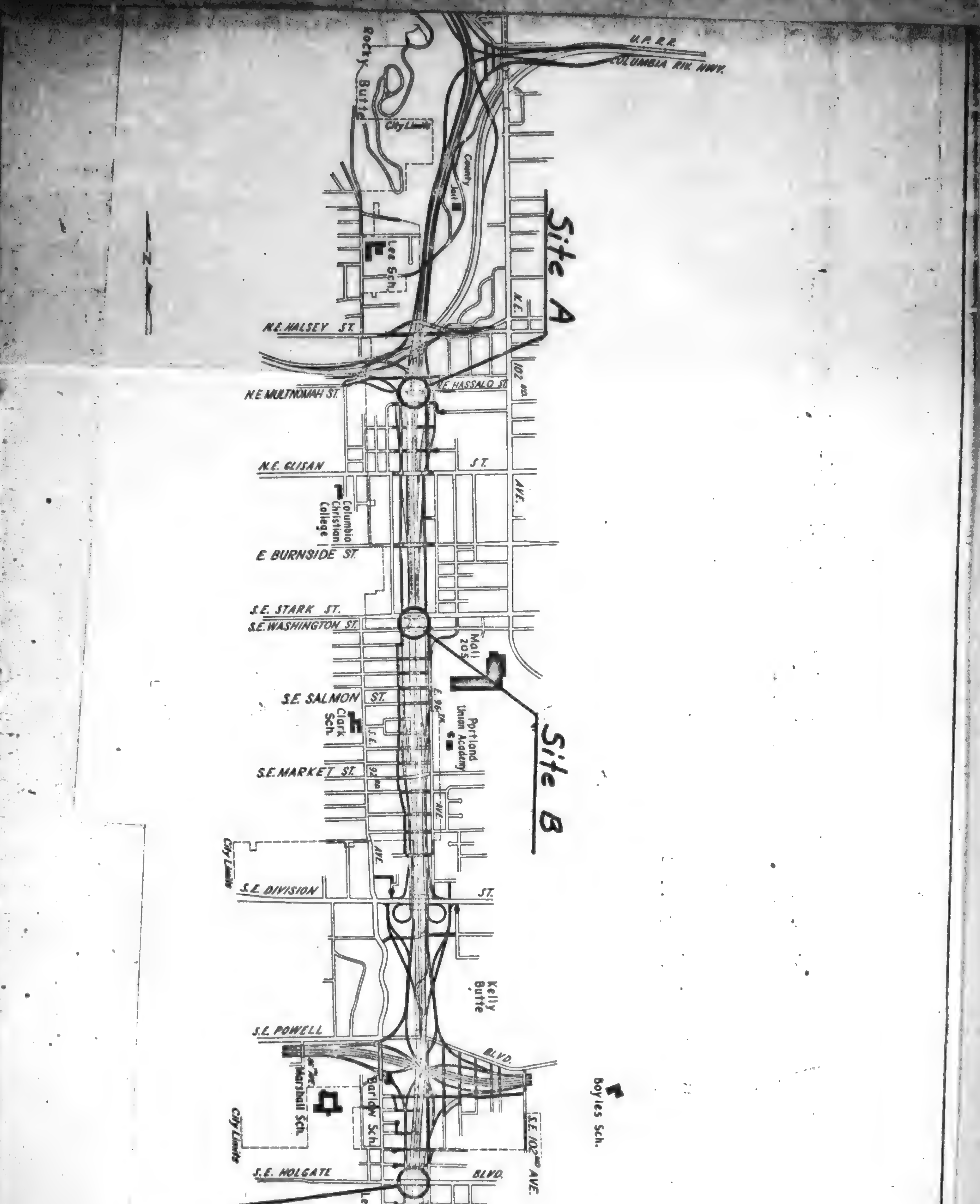
Test drive one batter steel "H" pile.

The estimated cost of this project is $72,500. It is estimated that with the elimination of piling there could possibly be a savings of $30,000 to $35,000 per structure.

With your tentative approval of this project we will go ahead with the plans, specifications, and details of the proposed work since we would like to get this work done as soon as possible.

MAC:dh

cc E. S. Hunter
L. H. Young
V. E. Skoog


U.P.R.R.
COLUMBIA RIV. HWY.
Rocky Butte
City Limits
County Jail
Lee Sch.
N
Site A
N.E. HALSEY ST.
N.E.
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N.E. HASSALO ST.
102 ND
N.E. GLISAN
ST.
AVE.
Columbia Christian College
E. BURNSIDE ST.
S.E. STARK ST.
S.E. WASHINGTON ST.
Mall 205
S.E. SALMON ST.
E. 96 TH
Clark Sch.
S.E.
Portland Union Academy
Site B
S.E. MARKET ST.
92 ND
AVE.
City Limits
AVE.
S.E. DIVISION
ST.
Kelly Butte
S.E. POWELL
BLVD.
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Barlow
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Site C
Lent's Sch.
S.E. STEELE ST.
S.E. HAROLD ST.
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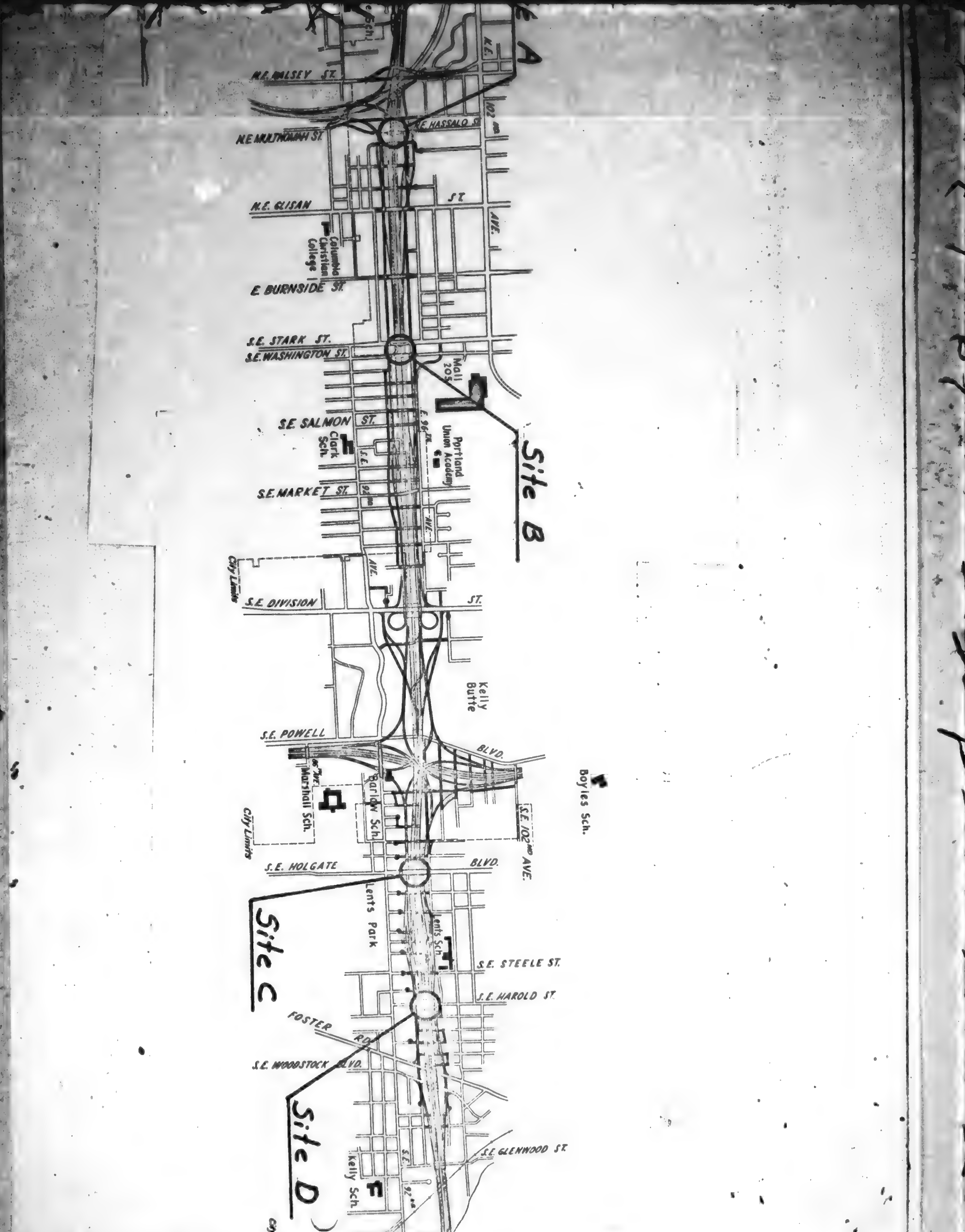

N.E. HALSEY ST.
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AVE.
Columbia Christian College
E. BURNSIDE ST.
S.E. STARK ST.
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Portland Union Academy
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BLVD.
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Barlow Sch.
Boyles Sch.
S.E. 102nd AVE.
City Limits
S.E. HOLGATE
BLVD.
Lents Park
Site C
Lents Sch.
S.E. STEELE ST.
S.E. HAROLD ST.
FOSTER RD.
S.E. WOODSTOCK BLVD.
Site D
S.E. GLENWOOD ST.
Kelly Sch.
City Limits
PORTLAND

8064

September 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
E. S. Hunter
Assistant State Highway Engineer

SUBJECT Location/Design Approval
SE 89th Ave.-106th Ave. (Foster/
Woodstock) Section
Project M-1073(1)

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report (under "Project Description") for the proposed project on the SE 89th Ave. -106th Ave. Section of the Foster-Woodstock Couplet in the city of Portland.

Location/Design:

The location is generally the corridor of Foster Road from 106th Avenue to Henry Street and the corridors of Foster Road and Woodstock Blvd. (one-way couplet) from Henry Street to 89th Avenue. The proposed design is as follows:

a. Foster Road from 106th Avenue to Henry Street: 68' pavement to provide four travel lanes (12' inside and 14' outside each direction) with 16' turning median.

b. One-way couplet: Foster Road, 44' pavement to provide three 12' travel lanes, one 8' parking area and 8' walks on each side. Woodstock Blvd., 40' pavement to provide two 14' outside and one 12' center lanes with 10' sidewalks each side (this applies to the connectors to Foster Road).

More complete location/design details are contained in the enclosed study report, which report consists of:

1 copy City of Portland's letter of September 17, 1973 requesting location/design approval.

1 copy Study Report for Foster/Woodstock Couplet prepared by City of Portland, dated September, 1973.

The Highway Division has considered the enclosed study report and the hearing transcript as well as the social, economic, and environmental effects and has concluded that the lcoation/design recommended by the City of Portland and described hereinabove is suitable for the proposed project.

The certification as required by Section 128, "Public Hearings" of Title 23 was submitted as a seperate letter dated September 13, 1973.

The "Final Environmental Impact Statement" was submitted by letter dated July 31, 1973.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

A-95 Review requirements were submitted under PE Project M-1073(1).

We further request your authorization to proceed with the PS & E preparation phase of the preliminary engineering as programmed under Project M-1073(1).

Enc.

cc F. B. Klaboe
A. E. Johnson
L. H. Young
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:dg

8064

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Final Environmental Statement FHWA-OR-EIS-73-06F
Oregon Project M-1073(1)
S. E. 89th Avenue-S. E. 106th Avenue
Foster/Woodstock Couplet

DATE: September 21, 1973

In reply refer to: 10-35-EC

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Enclosed is a copy of the Title Sheet for the subject project. The statement has been signed by the Regional Administrator but is still subject to approval by TEU in our Washington office. An "official" signed copy of the Title Sheet will be sent to you upon receipt of the Washington office approval.

G. L. Green

Enclosure

NOTED
E. S. HUNTER

cc Young
Versteeg
9-25-73

RECEIVED
STATE HWY ENGR
SEP 24 '73
REFER TO
Schroeder
FOR
Info | Invest | R/D | Dft | Sign | Act | File

Copy to Byard
9-26-73

NOTED
R. L. SCHROEDER

RECEIVED
SEP 25 1973
[illegible]

NOT OFFICIAL - SUBJECT TO APPROVAL
BY U. S. DEPARTMENT OF TRANSPORTATION

FHWA-OR-EIS-73-06-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL
Environmental Impact Statement

ADMINISTRATIVE ACTION

PREPARED BY
CITY OF PORTLAND, OREGON
Office of the City Engineer
In Cooperation With
OREGON STATE HIGHWAY DIVISION

SE 89th Ave. to SE 106th Ave.
Foster/Woodstock Couplet
Multnomah County
Portland, Oregon

This project is designed to utilize portions of two existing city streets as a one-way couplet by constructing a short connection at each end of the approximately three-quarter-mile-long section. In additon, the proposal includes lane revision of the existing roadway for one-way traffic and modification to adjacent sidewalk areas and connecting local streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

7-26-73 H S Coulter
Date Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

9/20/73
Date Region Administrator

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

September 17, 1973

RECEIVED
COUNTY & CITY SECTION
SEP 20 1973
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

F.B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: H.S. Cox, City and County Engineer

Re: Project Study Report - SE Foster/SE Woodstock Couplet

Gentlemen:

Submitted herewith is the Study Report for the Foster/Woodstock Couplet Project (FAU 1073) as required by PPM 20-8.

The City of Portland has considered the social, economic and environmental effects of all the project alternates and, therefore, recommends the construction of the one-way couplet between S.E. 89th Avenue and S.E. 99th Avenue with connecting legs between S.E. 90th Avenue and S.E. 91st Avenue and between S.E. 97th Avenue and S.E. Henry Street at Foster Road, as described in the Study Report.

The City hereby requests that the Oregon State Highway Commission seek locations and design approval for the Foster/Woodstock Couplet Project from the Federal Highway Administration, as recommended in the Study Report.

Very truly yours,

James L. Apperson

JAMES L. APPERSON
City Engineer

WJO:jr
Attachments

Copy to R.N. Chase.

Note: This Letter supersedes the City's Sept. 5, 1973 Letter
Also page 11 is to be substituted for the old page 11 of Study Report.

8064

September 13, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
A. E. Johnson
Deputy State Highway Engineer

SUBJECT Hearing Certification for
Project M-1073(1)
SE 89th Ave.-SE 106th Ave.
(Foster/Woodstock Couplet) Sec.

I certify, in behalf of the Oregon State Highway Division, that a corridor/design public hearing was held by the City of Portland on June 15, 1973 in the Portland City Hall, relative to the proposed highway project on the SE 89th Ave.-106th Ave. Section of the Foster/Woodstock Couplet in Portland, Oregon, and that the Highway Division and the City of Portland have considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

RNC:dg

cc F. B. Klaboe
E. S. Hunter
L. H. Young
V. D. Wolfe
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RECEIVED
COUNTY & CITY SECTION
SEP 11 1973
☐ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ UPE ☐

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

September 5, 1973

George M. Baldwin — NO.
Administrator of Highways
State of Oregon
Highway Division
State Highway Building
Salem, Oregon 97310

Attention: H.S. Cox, City and County Engineer

Subject: Foster/Woodstock Couplet (FAU 1073

Dear Sir:

Attached are ten copies of the Study Report for the Foster/Woodstock Couplet project. The social, economic and environmental effects of all project alternates were considered, before designing the proposed project.

The City hereby asks that the Highway Division seek location and design approval for the Foster/Woodstock Couplet from the Federal Highway Administration as described in the Final Environmental Impact Statement.

Also attached are ten copies of the Public Hearing Transcript, Testimony Analysis, and Final Environmental Impact Statement which may be of use in the request for location and design approval.

Very truly yours,

James L. Apperson
JAMES L. APPERSON
City Engineer

WJO:jr

Attachments

STUDY REPORT

For

FOSTER/WOODSTOCK COUPLET

From S.E. 89th Avenue to S.E. 106th Avenue

Portland, Oregon

Prepared by

The Office of the City Engineer
City of Portland

September, 1973

PROJECT PURPOSE

The future Interstate 205 Freeway is a north-south freeway that will serve the east side of Portland. One of the freeway local interchanges is planned for S.E. Foster Road. (See Figure 1) Foster Road is presently a two-lane two-way road at this location which would be inadequate to handle both through traffic and turning movements at the future interchange. The Foster/Woodstock Couplet project will solve the expected traffic congestion problem at the interchange location.

PROJECT DESCRIPTION

It is proposed to divert eastbound Foster Road traffic onto Woodstock Blvd. near 89th Avenue to create a one-way couplet using Foster Road and Woodstock Blvd. Eastbound traffic will use Woodstock Blvd. while westbound traffic will use Foster Road. The one-way operation will end at a point near S.E. Henry Street.

The proposed project begins at S.E. 89th Avenue and ends at a point 200 feet west of S.E. 106th Avenue, extending approximately 800 feet into Multnomah County (see figure 2). Excluded from the project is the area approximately from S.E. 93rd Avenue to S.E. 96th Avenue which will be completed by the Oregon State Highway Division as part of the freeway interchange construction. The length of the project is 0.7 miles, 0.2 miles of which will be new connectors requiring new location.

Woodstock Blvd. has an existing 40 foot roadway within a 60 foot right-of-way with the exception of one block between 91st and 92nd Avenue which

VICINITY MAP

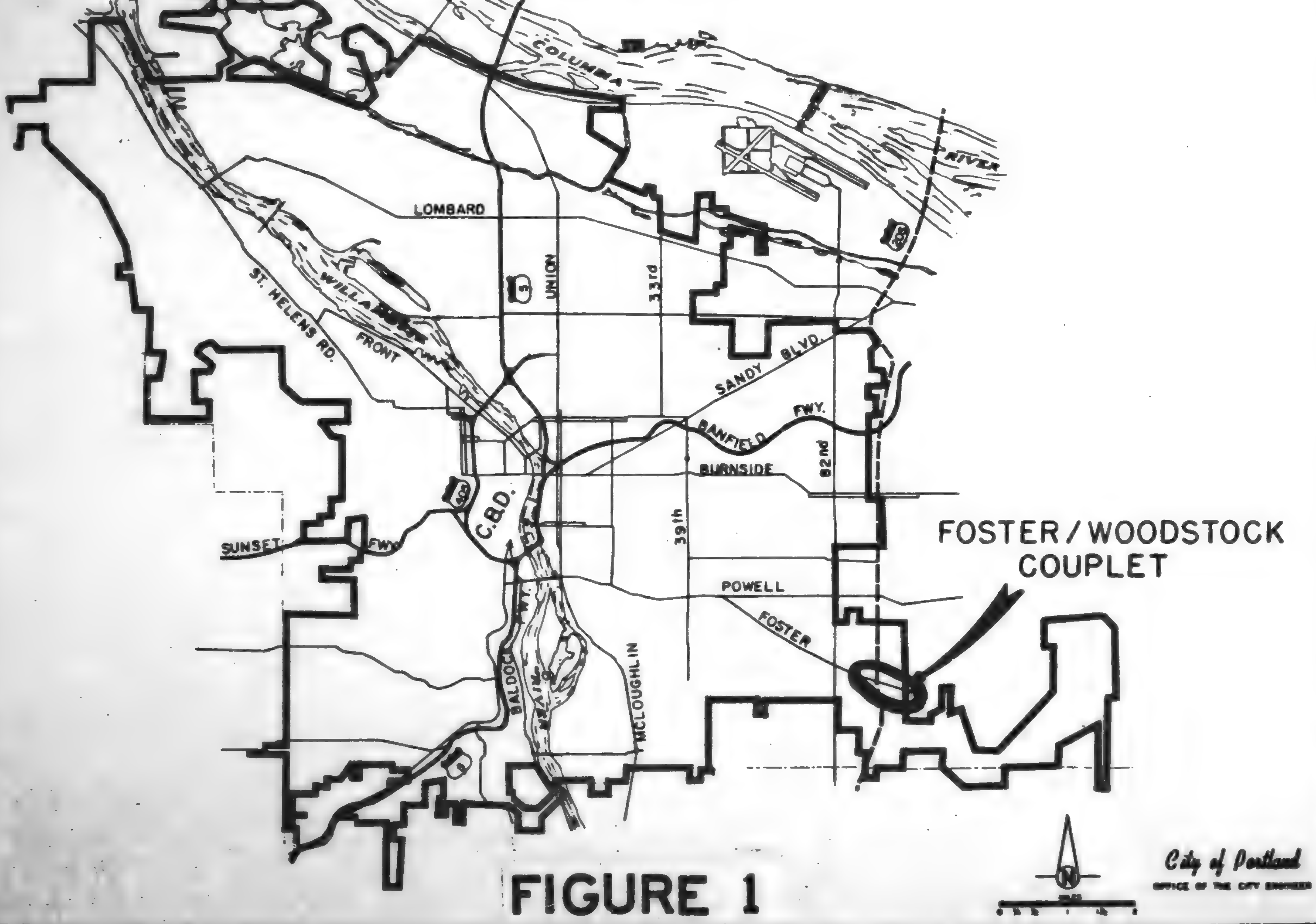
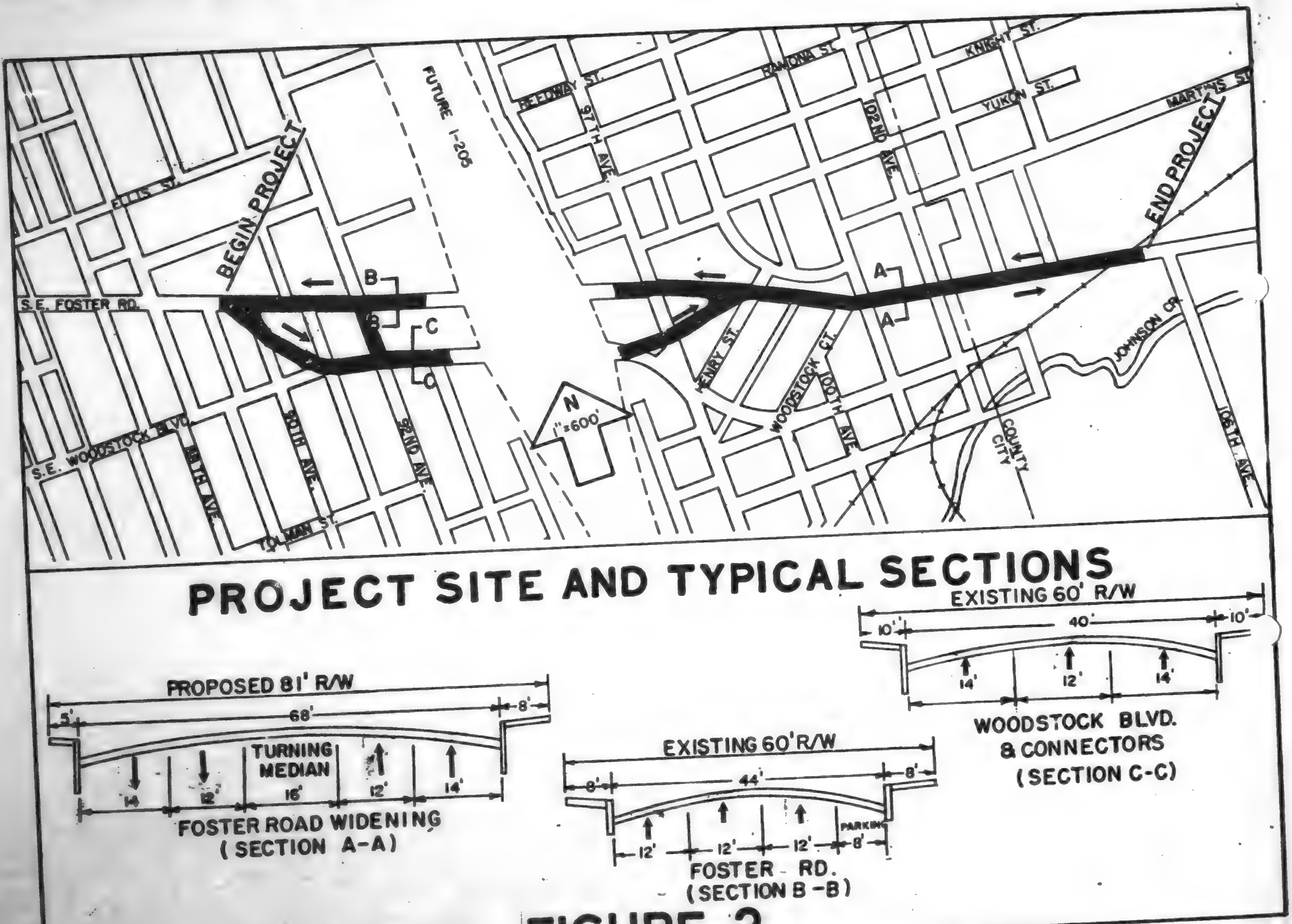

COLUMBIA
RIVER
LOMBARD
UNION
33rd
ST. HELENS RD.
WILLAMETTE
FRONT
SANDY BLVD.
BANFIELD FWY.
BURNSIDE
82nd
C.B.D.
405
5
205
SUNSET FWY.
39th
POWELL
FOSTER
BALDOCK FWY.
RIVER
McLOUGHLIN
FOSTER / WOODSTOCK
COUPLET
N
MILES
City of Portland
OFFICE OF THE CITY ENGINEER

FIGURE 1


S.E. FOSTER RD.
ELLIS ST.
BEGIN PROJECT
S.E. WOODSTOCK BLVD.
88TH AVE.
90TH AVE.
TOLMAN ST.
92ND AVE.
FUTURE I-205
N
1" = 600'
B
C
A
REEDWAY ST.
97TH AVE.
RAMONA ST.
102ND AVE.
KNIGHT ST.
YUKON ST.
MARTINS ST.
END PROJECT
HENRY ST.
WOODSTOCK CT.
100TH AVE.
COUNTY
CITY
JOHNSON CR.
106TH AVE.
PROPOSED 81' R/W
5'
68'
8'
TURNING MEDIAN
14
12
16'
12'
14'
FOSTER ROAD WIDENING
(SECTION A-A)
EXISTING 60' R/W
8'
44'
8'
PARKING
12'
12'
12'
8'
FOSTER RD.
(SECTION B-B)
EXISTING 60' R/W
10'
40'
10'
14'
12'
14'
WOODSTOCK BLVD.
& CONNECTORS
(SECTION C-C)

PROJECT SITE AND TYPICAL SECTIONS

FIGURE 2

has a 44-foot roadway. It is proposed to reconstruct Woodstock Blvd. using the existing roadway width. One-way operation will be established by constructing two new connectors between Foster Road and Woodstock Blvd. One is proposed near S.E. 89th Avenue and the other near S.E. Henry Street. Both connectors will be constructed using a basic 60 foot right-of-way, 40 foot roadway and two 10 foot pedestrian areas.

Foster Road presently has a 50-foot roadway and two 5 foot sidewalks within a 60-foot right-of-way. Foster Road will be narrowed to a 44-foot width from the beginning of the project to S.E. Henry Street which will allow two 8 foot sidewalks.

The one-way portion of Foster Road will be striped for three 12-foot travel lanes and an 8-foot parking lane. One of these travel lanes will be used for parking during off-peak periods. Woodstock Blvd. and the new connectors will be striped for two 14-foot and one 12-foot travel lanes. One of the Woodstock Blvd. travel lanes will be used for parking during off-peak periods.

Between S.E. Henry Street and the end of the project, Foster Road will be widened to 68 feet within a future 81-foot right-of-way. This will be done to conform with the remainder of Foster Road to the east. This section of Foster Road will be striped for four lanes of two-way traffic with a 16-foot turning median and no provision for parking. The widening will take place on the north side of Foster Road from S.E. Henry Street to S.E. Woodstock Court, and on the south side of Foster Road from Woodstock Court to the easterly project limit.

Ninety-second Avenue will be widened from 36 feet to 44 feet between Foster Road and Woodstock Blvd. This will allow 8 foot sidewalks within the existing 60 foot right-of-way. The roadway will be striped for two-way traffic with two 14 foot travel lanes and a 16 foot left turn refuge. Parking will not be allowed along this one block section of 92nd Avenue.

Storm sewers will be installed along both Foster Road and Woodstock Blvd. from S.E. 89th Avenue to S.E. Henry Street.

Combination wheelchair/bicycle ramps will be placed in all reconstructed curb corners.

PROBABLE ENVIRONMENTAL EFFECTS

A. Vehicular Mobility

One-way streets effectively reduce intersectional conflicts—those between vehicles and other vehicles and those between vehicles and pedestrians, and increase speed and reduce traffic delays. Thus, a general improvement of mobility for traffic on City streets and improved operation of the freeway interchange can be expected.

B. Right-of-Way Acquisition

Purchase of right-of-way for the couplet was started by the City of Portland during 1970 and 1971. During this period two houses and a service station were acquired.

The purchase of seven homes and three businesses will be necessary to complete the right-of-way acquisition for this project. The homes range in price from $6,000 to $19,000. The businesses consist of a service station, a cabinet shop and a machine works.

People will be displaced from five single-family homes and two two-family homes that remain to be acquired. One family will be displaced from a home already acquired by the City. People will be displaced from a total of ten dwelling units. Seven of the dwelling units are rental units.

Partial-acquisitions will be required from several residential properties, a concrete block storage area, a lumber storage area, and a P.G.E. substation. The majority of these partial-acquisitions result from the widening of Foster Road from Henry Street to the eastern end of the project.

C. Sound Level

Noise level changes can be expected due to changing traffic patterns caused by the institution of the one-way couplet. The one-way couplet will split the combined traffic on both streets putting an equal amount on each half of the couplet; thus, traffic and noise along the one-way section of Foster Road will be reduced resulting in a noise advantage, while traffic and noise along the one-way section of Woodstock Blvd. will be increased resulting in a noise disadvantage.

D. Air Quality

The proposed one-way couplet should not generate traffic in the Lents neighborhood. While the one-way system will expose more land to possible development, it is believed that the type of business attracted will be that which will serve the motorist at the interchange with I-205. It will most likely serve the existing traffic and shouldn't generate a significant amount of additional traffic. Thus, the proposed one-way couplet should not cause an increase in air pollution. In fact, it should reduce some types of automobile pollutants.

The amount of carbon monoxide and hydrocarbon emissions are dependent upon the speed and operating mode of the vehicle (i.e. idle, acceleration, deceleration, steady speed). The conversion of Foster Road and Woodstock Blvd. to one-way streets should increase speed, reduce travel delays, and produce steadier traffic flow which should result in reduced carbon monoxide and hydrocarbon levels for the area.

E. Land Use

The project will expose more land to possible land use changes. Traffic will increase substantially along the one-way portion of Woodstock Blvd. making the adjacent land attractive for businesses that serve the traveling public. Most of this land is already used for commercial purposes; however, the remaining residential land along Woodstock Blvd. and the new connectors can be expected to change to commercial usage.

F. Pedestrian Mobility

The proposed project will increase pedestrian mobility by providing wider sidewalks along Foster Road. The sidewalks will be widened from 5 feet to 8 feet between 89th Avenue and Henry Street. From Henry Street to the end of the project, sidewalks will be widened only on one side of Foster Road.

Combination wheelchair and bicycle ramps placed at all reconstructed corners will also increase pedestrian mobility.

G. Impact During Construction

The disagreeable aspects of any street construction project will be evident during construction of this project. These include noise from construction equipment, dust, and inconvenience due to rerouting of traffic.

H. Commitment of Funds

The cost of the proposed project is estimated to be $935,000.

ALTERNATIVES TO THE PROJECT

A. One-way Couplet from S.E. 82nd Avenue to S.E. Henry Street

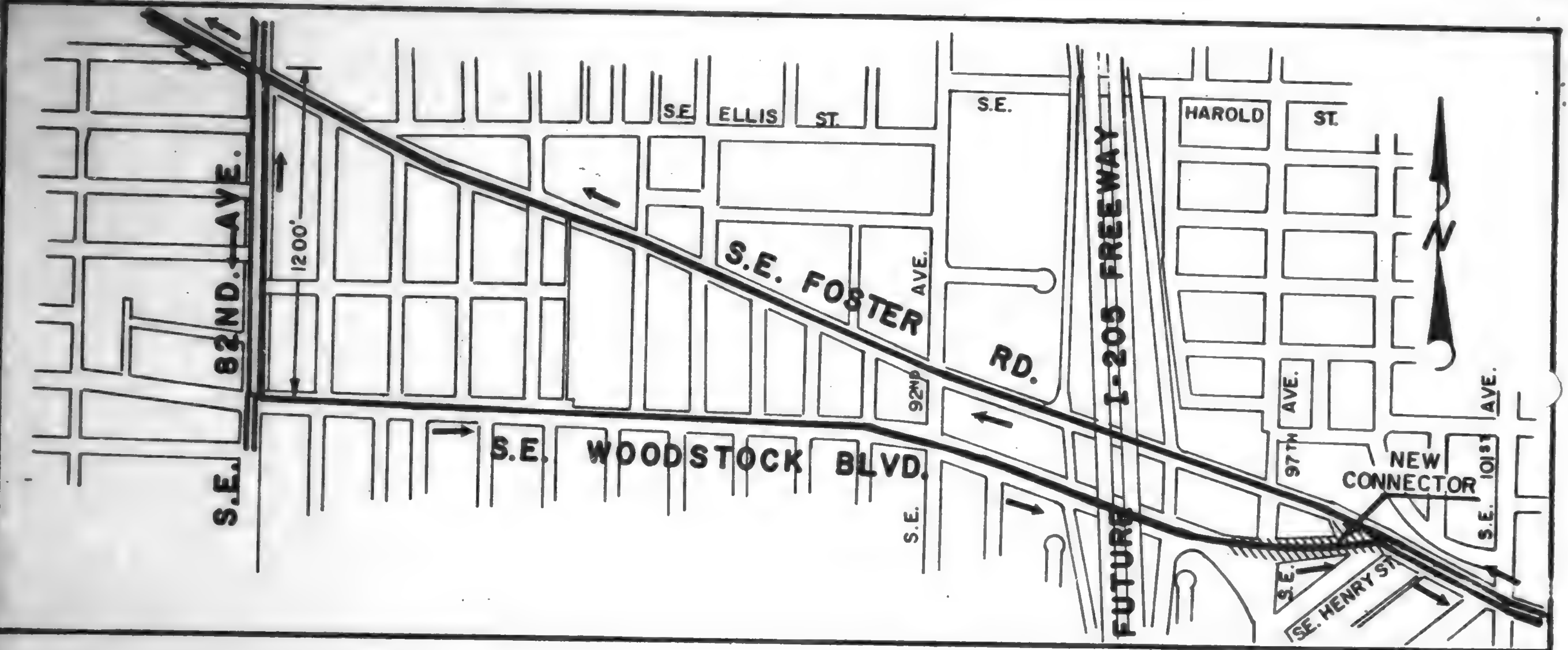
One alternative to the project is to create a one-way couplet using Foster Road and Woodstock Blvd. from Henry Street to 82nd Avenue (see figure 3). This alternative is the same as the proposed project from 89th Avenue to 106th Avenue except that the one-way operation is being extended from 89th Avenue to 82nd Avenue.

Environmental effects of this alternative are as follows:

1. Vehicular Mobility - This alternative would allow improved mobility along Foster Road and Woodstock Blvd. as well as improving the operation on the I-205 interchange.

This alternative has a serious drawback, however. East-bound Foster Road traffic west of 82nd Avenue desiring to continue to the east would have to follow a circuitous path. It would have to turn right onto 82nd Avenue, travel 1,200 feet south and execute a left turn onto Woodstock Blvd. in order to continue east-bound. This would not only be a delay and inconvenience for the motorists traveling such a path, but would delay and inconvenience other motorists along the already heavily traveled 82nd Avenue. The resultant heavy left turn movement at the intersection of 82nd Avenue and Woodstock Blvd. would reduce the operating efficiency of that intersection. In addition, this scheme would be detrimental to local access of homes and businesses in the area between Foster Road and Woodstock Blvd. since the couplet is very widely spaced at S.E. 82nd Avenue (1200 feet).

2. Right-of-Way Acquisition - Right of way requirements are less than for the proposed project because the connector near 89th Avenue


S.E. 82ND. AVE.
1200'
S.E. ELLIS ST.
S.E.
HAROLD ST.
S.E. FOSTER RD.
S.E. 92ND AVE.
FUTURE I-205 FREEWAY
97TH AVE.
S.E. 101ST AVE.
NEW CONNECTOR
S.E. WOODSTOCK BLVD.
S.E.
SE. HENRY ST.
N

ALTERNATIVE TO PROJECT

FIGURE 3

has been eliminated for this alternative. This eliminates the need for purchasing a service station and two homes.

3. Sound Level - Traffic and noise along the one-way section of Foster Road will be reduced while traffic and noise along the one-way section of Woodstock Blvd. will be increased just as with the proposed project. More people will be exposed to the sound changes because the one-way operation is extended from 89th Avenue to 82nd Avenue.

4. Air Quality - This alternative will reduce delay, increase speed, and produce smoother traffic flow near the freeway interchange just as the proposed project will, resulting in reduced carbon monoxide and hydrocarbon levels.

5. Land Use - This alternative would expose more land to possible use change than the proposed project would. The land fronting Woodstock Blvd. from 82nd Avenue to Henry Street would be exposed to increased traffic and possible land use changes.

6. Pedestrian Mobility - Pedestrian mobility would be increased in the Lents business area due to widened sidewalks and bicycle wheelchair ramps just as with the proposed project. Sidewalk widths would not be altered west of 89th Avenue.

7. Impact During Construction - Construction noise, dust, and inconvenience would be identical to the proposed project since no construction would take place west of 89th Avenue.

8. Commitment of Funds - The cost of this alternative is approximately $130,000 less than the proposed project, or $805,000 for a total project cost.

B. Do Nothing

Another alternative would be to let Foster Road and Woodstock Blvd. operate as two-way streets without constructing the proposed connector roads or widening Foster Road, in other words, elect the "do nothing" option. The freeway interchange would utilize only Foster Road. All curb-side parking would have to be removed from Foster Road in order to accommodate four traffic lanes (two in each idrection).

Following are the expected environmental effects of the "do nothing" option:

1. Vehicular Mobility - Heavy turning movements to and from the freeway ramps in conjunction with heavy through traffic would cause extreme congestion of the entire interchange operation. This alternative would not be sufficient to handle projected traffic volumes.

2, Right of Way Acquisition - No right-of-way would be purchased for this alternative.

3. Sound Level - Sound levels and traffic would be higher along Foster Road and lower along Woodstock Blvd. when compared to the proposed project.

4. Air Quality - Due to low speeds, travel delays and unsteady traffic flow carbon monoxide and hydrocarbon levels will be higher than those resulting from the proposed project.

5. Land Use - Land use would probably not change dramatically since most of the land fronting Foster Road is already used for commercial purposes. The freeway would most likely stimulate redevelopment of the Lents business area for any of the alternatives. Land along Woodstock Blvd. would not be subjected to as much land use change as with the other two alternatives.

6. Pedestrian Mobility - Pedestrian mobility would remain just as it is along Foster Road — restricted. Narrow five foot sidewalks are inadequate, especially throughout the business area along Foster Road.

7. Parking - It would be necessary to remove curb-side parking to provide two travel lanes in each direction along Foster Road. The business district centered at Foster Road and 92nd Avenue relies very heavily upon curb-side parking. The businessmen of the area would have a difficult time surviving if curb-side parking were removed without providing off-street parking facilities.

8. Commitment of Funds - The cost of the "do nothing" alternative is essentially nothing. An insignificant amount of funds would have to be used to erect "no parking signs" and for pavement markings.

VIEWS RECEIVED CONCERNING PROJECT PROPOSAL

The City of Portland held a corridor-design hearing on June 15, 1973 in the Portland City Hall Council Chambers. The project proposal presented at the hearing specified a narrowing of the one-way portion of Foster Road from 50 feet to 40 feet in order to accommodate 10 foot sidewalks within the existing right-of-way. It was also proposed to remove on-street parking throughout the project area.

The concern of the majority of people making statements at the public hearing centered around the fact that the Lents business community would be hurt by the loss of on-street parking. The public made recommendations for off-street parking sites, making it clear that they couldn't afford to develop the sites themselves. The public also wanted Foster Road left at its existing 50 foot width so that parking could remain.

On June 20, 1973, five days after the City's public hearing, the Portland Planning Commission held a public hearing for the Foster/Woodstock project. At this meeting the Lents area businessmen and the City Staff came to an acceptable agreement. It was agreed to widen the sidewalks along the one-way portion of Foster Road from 5 feet to 8 feet, leaving a 44-foot roadway. The roadway will accommodate three 12-foot travel lanes plus an 8-foot parking lane. One of the travel lanes is to be used for parking during off-peak traffic hours which generally coincide with business hours. Thus, parking will be allowed 24 hours per day along one side of Foster Road, with additional off-peak parking on the other side of Foster Road. Parking will be allowed along one side of Woodstock Blvd. during off-peak periods. These changes in the project proposal should solve the parking problem as expressed at the public hearing.

The majority of people expressing views about the proposed project have been businessmen from the Lents area. They are in favor of the project and the freeway interchange since they feel the additional traffic generated by the interchange will be beneficial to their businesses.

PRIOR STUDIES MADE

An Environmental Impact Statement is available which details the expected environmental impacts of the proposed project.

COMPATIBILITY WITH AREA PLANS

~~The proposed project is compatible with both the Portland-Vancouver Metropolitan Transportation Study 1990 Transportation Plan and the City of Portland's Comprehensive Development Plan.~~

VOID

SEE NEW PAGE 11

Following.

COMPATIBILITY WITH AREA PLANS

The proposed project is compatible with both the Portland-Vancouver Metropolitan Transportation Study 1990 Transportation Plan and the City of Portland's Comprehensive Development Plan.

SUMMARY AND RECOMMENDATIONS

Citizen participation in the development and design of this project was persued through ten meetings with the various groups and organizations of the Lents Community. Three basic alternatives were considered. 1. S.E. Foster Rd. to remain as a two-way street with total restriction of parking, and S.E. Woodstock Blvd. to remain as a residential street. 2. Designate S.E. Foster Road and S.E. Woodstock Blvd. as a one-way couplet to extend westerly to S.E. 82nd Avenue and easterly to S.E. Henry Street. 3. Designate S.E. Foster Road and S.E. Woodstock Blvd. as a one-way couplet from S.E. 89th Avenue to S.E. Henry Street with connecting legs to be constructed between S.E. 90th Avenue to S.E. 91st Avenue and between S.E. 97th Avenue and S.E. 99th Avenue and widening S.E. Foster Road between S.E. 99th Avenue to S.E. 106th Avenue.

Alternate No. 3 was found to be the most compatible in consideration of the social, economic and environmental effects on the community and the ability to handle the anticipated traffic load. It is, therefore, recommended that Alternate No. [illegible] designed and constructed as the S.E. Foster Road, S.E. Woodstock Blvd. Project.

Chatwood

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN RIGHT OF WAY OFFICE
P.O. BOX 13160 - 5821 N.E. GLISAN
PORTLAND, OREGON 97213
PHONE: 229-6995

RIGHT OF WAY SECTION
RECEIVED
SEP 26 1973
☐ RE ☐ ARE ☑ ☐ FS ☐ CA ☐ RB
☐ PMS ☐ AS ☒ CE ☐ OS ☐ TA ☐ FAO
☐ RUE ☐ BPs ☐ ☐ ☐ ☐

September 10, 1973

Mr. James L. Apperson
City Engineer
City of Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re:
Liaison Report
Foster-Woodstock Couplet

Dear Mr. Apperson:

This is a liaison estimate of cost to acquire the property as shown for construction of the SE Foster Rd. - SE Woodstock Blvd. couplet.

Map No.	Address	Area Sq.Ft.	Cost Land	Cost Improvement
W- 1	5828 SE 89th	40	$ 200.	$
W- 2	8930 SE Foster Rd.	3,172	9,516.	45,000.
W- 3	5840 SE 96th	11,540	23,080.	4,000.
	5920 SE 90th			4,500.
W- 4	9003 SE Woodstock Blvd.	6,920	6,920.	2,830.
W- 5	5943 SE 91st	3,140	3,140.	5,000.
W- 6	9220 SE Woodstock Blvd.	120	120.	3,000.
W- 9		320	820.	
W-10	9625 SE Woodstock Blvd.	5,248	10,496.	500.
W-11	6204 SE 97th	3,300	6,600.	1,000.
W-12		5,980	4,250.	
W-13	9803 SE Henry	154	308.	1,000.
W-14	9811 SE Henry	1,340	2,680.	400.
W-15	9824 SE Foster Rd.	11,732	12,740.	13,760.
W-16	9804 SE Foster Rd.	1,480	2,960.	9,000.
W-17	9732 SE Foster Rd.	22	100.	
W-18		60	100.	
E- 1	9811 SE Foster Rd.	217.5	217.50	182.50
E- 2	9819 SE Foster Rd.	878	878.	20,000.
E- 3		1,090	1,090.	
E- 4	9915 SE Foster Rd.	3,150	3,150.	6,000.
E- 5	10001 SE Foster Rd.	750	750.	6,000.
E- 6	10003 SE Foster Rd.	2,050	2,050.	12,000.
E- 7	NW Corn. SE Foster & 101st	1,600	1,600.	
E- 8	6637 SE 101st	1,500	4,500.	375.
E- 9	6330 SE 101st	5,439	16,317.	
E-10		8,250	24,750.	2,500.
		79,492.5	$139,332.50	$137,047.50

$276,380

Very truly yours,

DONALD E. JONES
Metropolitan Liaison Agent

RECEIVED
COUNTY & CITY SECTION
SEP 26 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UR
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DEJ:ar
cc J. B. Boyd

FORM 2-20

[illegible]EGON STATE HIGHWAY D[illegible]SION
INTER-DEPARTMENT CORRESPONDENCE
5821 NE Glisan, Portland

DATE September 19, 1973

TO DONALD E. JONES
Metro Liaison Agent

G. O. (wR)

FROM GENE OLSON
Metro R/W Agent

SUBJECT Liaison Report
Foster - Woodstock Couplet
(Cost of relocation)

# of families
moving costs
Replace. Hous.
# of businesses
moving costs
incid. Reloc.

This is a liaison estimate of the cost of relocation in acquisition of the property as shown for construction of the SE Foster Rd. - SE Woodstock Blvd. Couplet.

Map No.	Address	O/T	Moving	Housing	Closing	Mortgage	Search
W- 1	5828 SE 89th	Owner	Partial Taking - No Relocation				
W- 2	8930 SE Foster	Owner	$ 300.	$ --	$ --	$ --	$ --
	Mobil Station-Sign	Lessor	800.	--	--	--	500.
		Lessee	300.	--	--	--	500.
W- 3	5840 SE 90th	Owner	100.	--	--	--	500.
		Tenant	411.	1,587.	114.	--	--
	5920 SE 90th	Tenant	411.	1,587.	114.	--	--
W- 4	9003 SE Woodstock	Owner	411.	787.	114.	208.	--
W- 5	5943 SE 91st	Tenant	411.	1,587.	114.	--	--
		Owner	100.	--	--	--	500.
W- 6	9220 SE Woodstock	Owner	1,000.	--	--	--	500.
		Tenant	1,000.	--	--	--	500.
W- 9	Bare Land - No Relocation						
W-10	9625 SE Woodstock	Owner	Partial Taking - No Relocation				
W-11	6204 SE 97th	Owner	Partial Taking - No Relocation				
W-12	Bare Land - No Relocation						
W-13	9803 SE Henry	Owner	Partial Taking - No Relocation				
W-14	9811 SE Henry	Owner	100.	--	--	--	500.
		Tenant	411.	1,587.	114.	--	--
W-15	9824 SE Foster	Owner	Vacant	--	--	--	500.
W-16	9804 SE Foster	Owner	411.	787.	114.	208.	--
W-17	9732 SE Foster	Owner	Partial Taking - No Relocation				
W-18	Bare Land - No Relocation						
E- 1	9811 SE Foster	Owner	Partial Taking - No Relocation				
E- 2	9819 SE Foster	Owner	2,000.	--	--	--	--
E- 3	Bare Land - No Relocation						
E- 4	9915 SE Foster	Owner	100.	--	--	--	500.
		Tenant	411.	1,587.	114.	--	--

Map No.	Address	O/T	Moving	Housing	Closing	Mortgage	Search
E- 5	10001 SE Foster	Owner	500.	--	--	--	500.
E- 6	10003 SE Foster	Owner	411.	787.	114.	208.	--
E- 7	Bare Land - No Relocation						
E- 8	6637 SE 101st	Owner	75.	--	--	--	500.
E- 9	6330 SE 101st	Owner	375.	--	--	--	500.
E-10		Owner	Partial Taking - No Relocation				
			$10,038	$10,296	$912	$624	$6,000

$27,890

GAO:ar

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August 21, 1973

Oregon State Highway Division
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Louis Grothaus, Right of Way Supervisor

Re: Foster/Woodstock Right of Way Files

Dear Mr. Grothaus:

Transmitted herewith are copies of fourteen property acquisition file folders, containing data used by the City's real estate agent in right-of-way negotiations for properties needed for the Foster/Woodstock project. These files will probably be of value to you in your future efforts to acquire right-of-way for this project. The included right of way map shows the partials now owned by the City and the proposed future taking.

In making application for location and design approval and authorization for right-of-way acquisition, a preliminary right-of-way cost estimate will be required. Will you please review the included material and prepare a right-of-way and relocation cost estimate for this project. The City will assist in any manner possible.

Very truly yours,

James L Apperson

JAMES L. APPERSON
City Engineer

WJO:jr
Attachmnts:

8064

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 17, 1973

In reply refer to: 10-35-EC3

SUBJECT: Oregon Project M-1073(1)
SE. 89th Ave.-SE. 106th Ave.
(Foster/Woodstock Couplet)
Corridor-Design Public Hearing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Receipt of the hearing transcript for the subject project transmitted with Mr. Young's August 7 letter is acknowledged.

This transcript together with related correspondence indicates satisfactory compliance with Section 128, Title 23 USC, and PPM 20-8 as it relates to public hearings.

G. L. Green

NOTED
E. S. HUNTER

8-21-73
Copy Young

RECEIVED
STATE HWY ENGR
AUG 20 73
REFER TO
Hunter
FOR
Info | Inv'g | R/D | D/R | Sign | Act | File

[illegible]

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 7, 1973

TO [illegible], Division Engineer
[redacted]
Federal Highway Administration

FROM

L. R. [illegible]
Office Engineer

SUBJECT Public Hearing Transcript
S.E. 60th Ave.-S.E. 106th Ave.
(Foster/Woodstock Couplet) Sec.
Project U-[illegible](1)

In compliance with paragraph 8e of PPM 20-8, we are submitting a copy of the hearing transcript relative to the Corridor/Design hearing held June 15, 1973 in the Portland City Hall covering the proposed project on the S.E. 60th Ave.-S.E. 106th Ave. Section of the Foster/Woodstock Couplet in the City of Portland.

Enc.

RNC:pr

cc: F. B. Klaboe
A. K. Johnson
E. S. [illegible]
R. L. Schroeder
H. S. Cox
V. D. Wolfe
R. N. Chase
D. L. Gifford

Form R-207 SP*73111-[illegible]

Before the Public Utility Commissioner of Oregon

RECEIVED
DEC 12 1973
LEGAL

In the matter of the application of Multnomah County, for the authority, pursuant to ORS 763.030, to alter a crossing of S.E. Foster Road No. 3702 with the tracks of Portland Traction Company, near Portland, Multnomah County, Oregon.

File No. SXF 674

Notice OF APPLICATION

SALEM, OREGON

December 12, 1973

To:

Mr. Jack L. Sollis
Assistant Attorney General
Trial Division-Justice Department
100 State Office Building
Salem, Oregon 97310

Multnomah County has filed an application with the Public Utility Commissioner of Oregon, a copy of which is served upon you and is made a part hereof, and which the Commissioner will proceed to investigate and determine as provided by law. All pleadings shall be served by the parties in this proceeding or by his attorney of record within 20 days from the date of services hereof. The original together with three copies must be filed with this office and a certificate be attached thereto indicating that all other parties to the proceeding have been served with a copy pursuant to OAR 860-13-065(2).

If no objections are to be entered, please notify the Commissioner in writing to that effect within 20 days from the date of service hereof, sending ORIGINAL and 3 copies of letter.

If necessary, this matter will be set for formal hearing, notice of time and place thereof will be given you, and you will be entitled to be present and be heard and to have process to enforce the attendance of witnesses.

Kindly accept service of this notice and acknowledge receipt of copy of document on duplicate pink copy hereof which is enclosed, returning same to this office for our files.

Respectfully,

PUBLIC UTILITY COMMISSIONER
OF OREGON

R. R. Div.

8064 SE 89th Ave-SE 106th Ave. 1974
Sec. SE Foster & Woodstock) #1
(Grade,pave,sign & landscape)

8064

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 30, 1973

TO Memorandum to the Files

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Foster-Woodstock Couplet
I-205
Impact Statement

The following recommendation has been made by the Portland City Planning Commission in a letter dated June 22, 1973.

> "4. That the State and Federal Highway authorities allow the use of the land under I-205 Freeway between Foster and Woodstock at the freeway ramps for off-street parking as is being requested by the Lents Businessmen's Association and further that the State and Federal authorities would assist financially in paving, landscaping and otherwise improving this area so it can be used for off-street parking."

Mr. McKay Rich, Acting Executive Director of the Columbia Region Association of Governments, by letter of July 24, 1973, endorses the subject impact statement subject only to inclusion of the statement made by the City of Portland Planning Commission.

If the area between the Foster and Woodstock Couplet under the future I-205 structure is used for parking even on a temporary basis, we will never be able to restrict parking in this area in the future. This interchange will not function effectively in the future if parking is allowed under this structure. The capacity of the interchange and the couplet will be reduced. Traffic control will be more difficult and congestion and traffic accidents can be expected to be more severe. It appears that the pedestrians exiting and returning to the parking area will be exposed to considerable danger.

It is my recommendation that parking not be allowed as recommended by the Portland City Planning Commission. It is not in the public interest to buy access control for the proposed interchange and then develop a large parking lot in the middle of this same interchange.

JHV:jh
cc: E. S. Hunter
R. L. Schroeder
L. H. Young
R. N. Bothman
L. E. George

NOTED
R. L. SCHROEDER

RECEIVED
JUL 31 1973
Office of
Assistant State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 26, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM for Donald R. Byard Gary A. Potter
Environmental Director

SUBJECT Final Environmental Impact Statement
Foster/Woodstock Couplet
S.E. 89th Ave. to S.E. 106th Ave.
Portland, Oregon

The subject environmental statement has been reviewed by the Environmental Study Committee.

The committee has appraised the natural and social impacts included and has found that the statement adequately covers these phases of the project. If you agree, please sign the title sheet and return for distribution.

Attachment

ORIGINAL TITLE SHEET
W/ KLABOES COPY

cc: F. B. Klaboe w/att
A. E. Johnson
J. H. Versteeg
Victor D. Wolfe
L. H. Young
G. A. Potter

NOTED
R. L. SCHROEDER

RECEIVED
JUL 26 1973
Office of
Assistant State Highway Engineer

7-26-73

FHWA-OR-EIS-73-06-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL
Environmental Impact Statement

ADMINISTRATIVE ACTION

PREPARED BY
CITY OF PORTLAND, OREGON
Office of the City Engineer
In Cooperation With
OREGON STATE HIGHWAY DIVISION

SE 89th Ave. to SE 106th Ave.
Foster/Woodstock Couplet
Multnomah County
Portland, Oregon

This project is designed to utilize portions of two existing city streets as a one-way couplet by constructing a short connection at each end of the approximately three-quarter-mile-long section. In additon, the proposal includes lane revision of the existing roadway for one-way traffic and modification to adjacent sidewalk areas and connecting local streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

7-26-73
Date

H S Coulter
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

Date

Region Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF
FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102 (2) (C), P.L. 91-190)

Prepared by
CITY OF PORTLAND, OREGON
Office of the City Engineer
In Cooperation with
OREGON STATE HIGHWAY DIVISION

S.E. 89th Ave. to S.E. 106th Ave.
Foster/Woodstock Couplet
Multnomah County
Portland, Oregon

1. The proposed project will create a one-way couplet using S.E. Foster Rd. and S.E. Woodstock Blvd. from S.E. 89th Avenue to S.E. Henry Street. Two new connecting roads will be constructed, one near S.E. 90th Avenue, and the other near S.E. Henry Street. The two-way section of Foster Road will be widened from Henry Street to a point near 106th Avenue. S.E. 92nd Avenue will be widened from Foster Road to Woodstock Blvd. Storm sewers will be installed along Foster Road and Woodstock Blvd.
2. The probable environmental impacts of this project are:
   - A. Improved vehicular mobility.
   - B. Seven homes and three businesses will be acquired; several partial acquisitions will also be made.
   - C. Traffic and sound levels will decrease along Foster Road, and increase along Woodstock Blvd. and the new connectors.
   - D. Air pollution for the area will be reduced.
   - E. Land use of the residential property fronting Woodstock Blvd. and the new connectors can be expected to change to commercial or industrial.

F. Improved pedestrian mobility.

G. Construction of the project will create noise, dust and inconvenience for motorists.

H. Removal of some vegetation and possible wildlife habitat.

I. There are no known archeological or historical sites near the proproject.

3. One alternative to the project would be to create a one-way couplet using Foster Road and Woodstock Blvd. from S.E. 82nd Avenue to Henry Street. Another alternative would be to let Foster Road and Woodstock Blvd. operate as two-way streets without constructing the proposed connector roads or widening Foster Road.

4.A. The following agencies were supplied copies of the Draft Environmental Impact Statement:

United States Department of Transportation
United States Department of Agriculture
United States Department of Housing and Urban Development
United States Department of Interior
Federal Aviation Administration
Bureau of Sport Fishery and Wildlife
Corps of Engineers
Bureau of Outdoor Recreation
National Park Service
National Oceanic and Atmospheric Administration
State of Oregon Department of Transportation
State of Oregon Federal Aid Coordinating Unit
Department of Environmental Quality
Oregon Environmental Council
Environmental Protection Agency
Columbia Region Association of Governments
Columbia-Willamette Air Pollution Authority
Multnomah County Planning Commission
Multnomah County Library
Portland Planning Commission
Portland Development Commission
Lents Community Center
Lents Businessmens Association
Foster Boosters
S.E. Uplift Committee

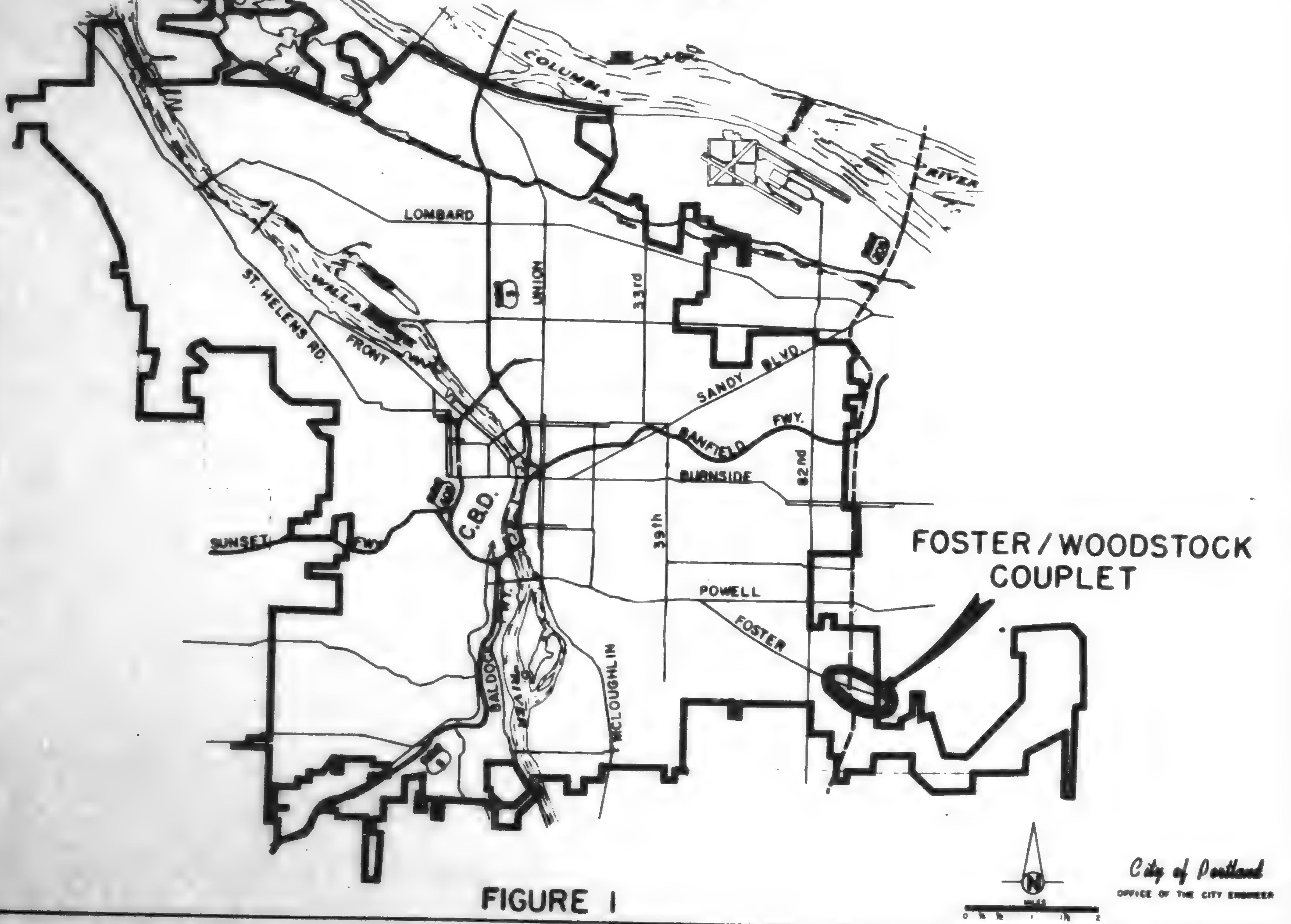
Multnomah County Board of Commissioners
Multnomah County Action Committee
Clackamas County Board of Commissioners
The Port of Portland
P.A.C.T.
Francis Center

B. The following agencies commented on the Draft Environmental Impact Statement:

United States Department of the Interior
State of Oregon, Clearinghouse Review
Multnomah County Board of Commissioners
Environmental Protection Agency
Columbia Region Association of Governments

5. The Draft Environmental Impact Statement was made available to the public and the Council on Environmental Quality on May 15, 1973.

VICINITY MAP



COLUMBIA
RIVER
LOMBARD
UNION
33rd
ST. HELENS RD.
FRONT
WILLA
SANDY BLVD.
BANFIELD FWY.
BURNSIDE
82nd
C.B.D.
SUNSET FWY.
39th
POWELL
FOSTER
BALDOCK
MCLOUGHLIN
FOSTER / WOODSTOCK
COUPLET
N
MILES
0 ¼ ½ 1 1½ 2
City of Portland
OFFICE OF THE CITY ENGINEER

FIGURE 1

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102 (2) (c), P.L. 91-190)

Prepared by
CITY OF PORTLAND, OREGON
Office of the City Engineer
In Cooperation With
OREGON STATE HIGHWAY DIVISION

S.E. 89th Ave. to S.E. 106th Ave.
Foster/Woodstock Couplet
Multnomah County
Portland, Oregon

DESCRIPTION AND PURPOSE OF PROPOSAL

The Foster/Woodstock Couplet project is located at one of the future Interstate-205 local interchanges. I-205 is a future north-south freeway that skirts Portland's eastern boundary. The freeway is under construction south of Foster Road, and is scheduled to open during 1975. The majority of required freeway right-of-way has been purchased north of Foster Road with this section of freeway scheduled for completion in 1976.

Both Foster Road and Woodstock Boulevard are now operating as two-way streets. It is proposed to convert these streets to a one-way couplet mode of operation in order to accommodate the traffic generated at this location, and to improve the operation of the freeway interchange. The proposed project would accomplish this transition from two-way to one-way operation. This will be implemented upon completion of the project whether the interchange is open or not.

In 1967 the City of Portland entered into an agreement with the State of Oregon whereby the State would construct an interchange to fit a one-way couplet if the City would, at their sole expense, construct a one-way couplet using Foster Road and Woodstock Blvd.

The City then proceeded with preliminary engineering and right-of-way appraisal. Right-of-way acquisition was started in 1970, and funds were budgeted for fiscal year 1971-72 to purchase all right-of-way within the City Limits. Construction funds were proposed for budgeting during fiscal year 1972-73.

Foster Road was designated as a part of the Federal Aid Urban (FAU) System during September of 1971, making FAU funds available for this project. During the beginning of 1972 the City applied to the federal government for FAU funds and consequently learned that it must curtail all right-of-way purchases until federal regulations dealing with the environment and public hearings were complied with. The Executive Committee for the District 2 Clearinghouse (CRAG) approved the project for Federal Aid Urban Financing May 19, 1972, and, therefore, did not respond to the "Notice of Intent" (A-95) filed with CRAG on June 29, 1972. The only responding agency was the State Clearinghouse which indicated approval. In February of 1973 an agreement between the State of Oregon, Multnomah County, and Portland was entered into which defined responsibilities for the project. FAU funds were released to the City for the completion of preliminary engineering work in March of 1973.

The City of Portland held several meetings to provide for public involvement between March 19, 1973 and June 20, 1973. See Table I.

TABLE I

MEETINGS HELD

Date	City of Portland Representation	Type of Meeting
March 19, 1973	City Engineer's Office, Planning and Traffic	Informal Informational
May 18, 1973	City Engineer's Office	Foster Booster's Club Luncheon
May 31, 1973	City Engineer's Office, Planning, Traffic	Planning Commission Hearing
June 1, 1973	City Engineer's Office, Traffic	Foster Booster's Club Luncheon
June 4, 1973	Planning	S.E. Uplift Committee
June 6, 1973	City Engineer's Office, Planning Traffic	Informal Informational
June 12, 1973	Planning	S.E. Uplift Committee
June 15, 1973	City Engineer's Office, Planning, Traffic, Oregon State Highway Division Right-of-Way	Informal Informational
June 15, 1973	City Engineer's Office, Planning, Oregon State Highway Division Right-of-Way	Official Public Hearing
June 20, 1973	City Engineer's Office, Planning	Planning Commission Hearing.

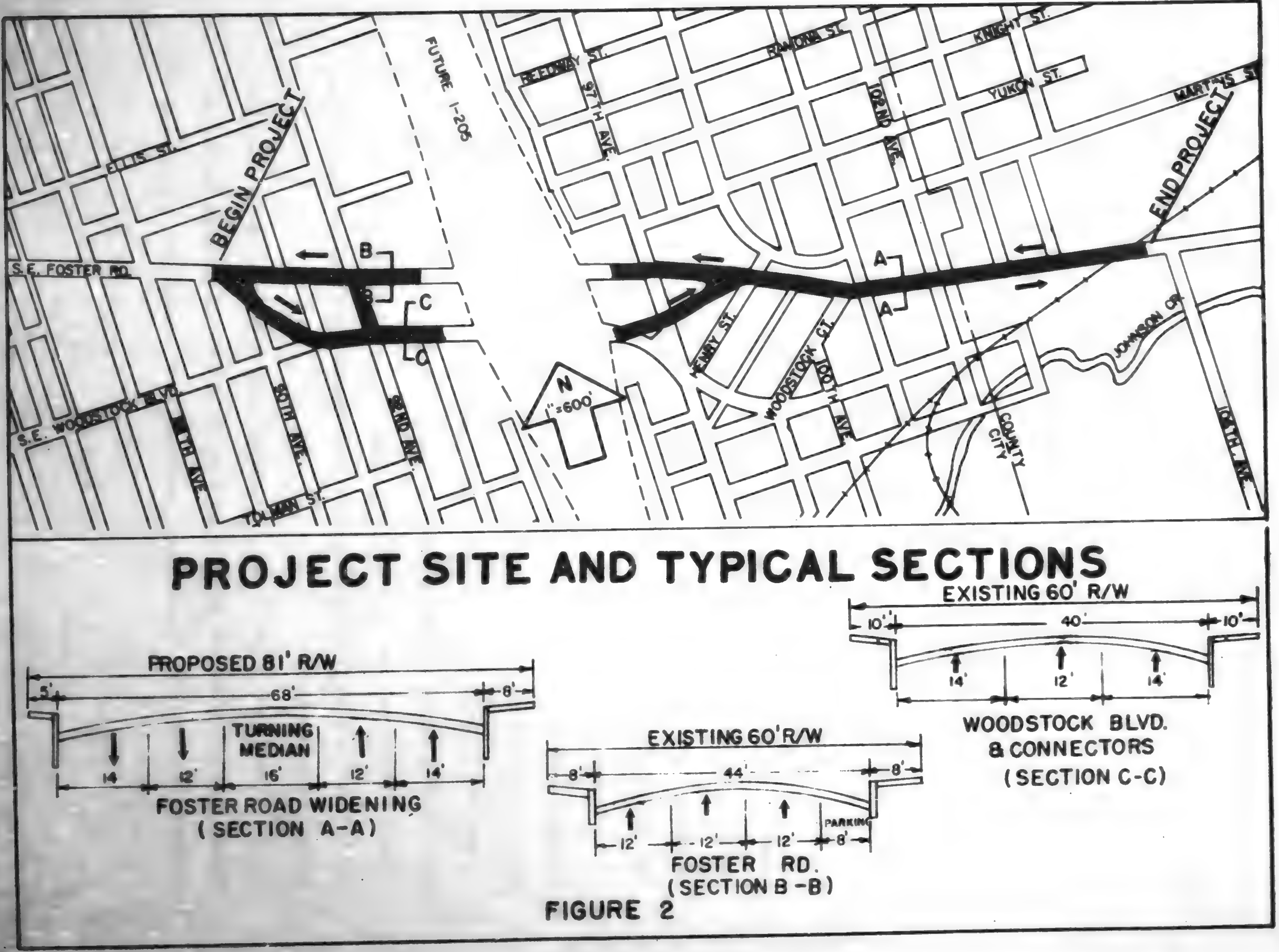
As a result of the first public meeting held on March 19, 1973, it was decided to narrow Foster Road from 50 feet to 40 feet and widen sidewalks from 5 feet to 10 feet. This action would have necessitated removal of on-street parking with the exception of possible off-peak parking on one side of the street. As contact with the public continued it became quite apparent that the main concern of the public was over the loss of parking. The business community felt that it could not financially support off-street parking facilities and wanted someone to provide such parking or restore the on-street parking.

On June 20, 1973, the City Staff and the public came to an agreeable compromise that would allow for widening of the narrow sidewalks along Foster Road and also provide on-street parking. It was decided to narrow the one-way section of Foster Road to 44 feet (three 12 foot travel lanes plus an 8 foot parking lane) which would allow 8 foot sidewalks. One of the 12 foot travel lanes is to be used for parking during off-peak traffic hours until traffic volumes require the use of this lane.

Thus, parking will be allowed on both sides of Foster Road (the one-way section) during off-peak hours and along one-side during peak hours. Parking will be allowed only along one side of Woodstock Blvd. during off-peak hours. The City Staff agreed to request the Oregon State Division of Highways to explore the possibility of using the land under I-205 from Foster Road to Woodstock Blvd. for parking or other transportation uses. The City also agreed to make available any fragmental plots of land remaining after construction for off-street parking.

The project begins at S.E. 89th Avenue and ends at a point 200 feet west of S.E. 106th Avenue, extending approximately 800 feet into Multnomah County. Excluded from the project is the area approximately from S.E. 93rd Avenue to S.E. 96th Avenue which will be completed by the Oregon State Highway Division as part of the freeway interchange construction. The length of the project is 0.7 miles, 0.2 miles of which will be new connectors requiring new location.

Woodstock Blvd. has an existing 40 foot roadway within a 60 foot right-of-way with the exception of one block between 91st and 92nd Avenue which has a 44-foot roadway. It is proposed to reconstruct Woodstock Blvd. using the



BEGIN PROJECT
END PROJECT
FUTURE I-205
S.E. FOSTER RD.
S.E. WOODSTOCK BLVD.
ELLIS ST.
TOLMAN ST.
87TH AVE.
90TH AVE.
92ND AVE.
97TH AVE.
100TH AVE.
102ND AVE.
108TH AVE.
RAMONA ST.
KNIGHT ST.
YUKON ST.
MARTINS ST.
HENRY ST.
WOODSTOCK CT.
JOHNSON CR.
COUNTY
CITY
N
1"=600'
A
B
C
PROPOSED 81' R/W
5'
68'
8'
TURNING MEDIAN
14
12'
16'
12'
14'
FOSTER ROAD WIDENING
(SECTION A-A)
EXISTING 60' R/W
8'
44'
8'
PARKING
12'
12'
12'
8'
FOSTER RD.
(SECTION B-B)
EXISTING 60' R/W
10'
40'
10'
14'
12'
14'
WOODSTOCK BLVD.
& CONNECTORS
(SECTION C-C)

PROJECT SITE AND TYPICAL SECTIONS

FIGURE 2

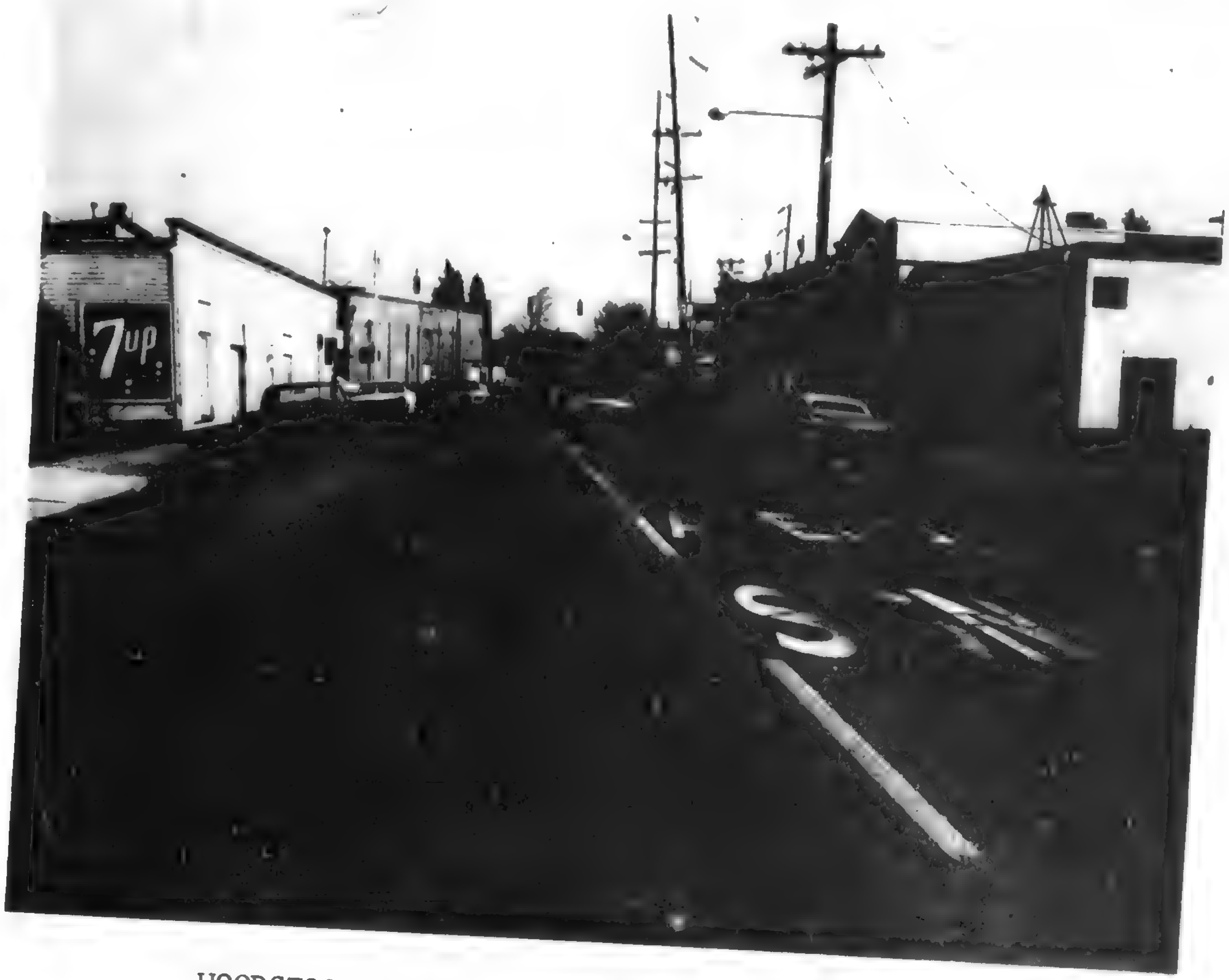
existing roadway width. One-way operation will be established by constructing two new connectors between Foster Road and Woodstock Blvd. One is proposed near S.E. 90th Avenue and the other near S.E. Henry Street. Both connectors will be constructed using a basic 60 foot right-of-way, 40 foot roadway and two 10 foot pedestrian areas.

Foster Road presently has a 50 foot roadway and two 5 foot sidewalks within a 60 foot right-of-way. Foster Road will be narrowed to a 44-foot width from the beginning of the project to S.E. Henry Street which will allow two 8 foot sidewalks.

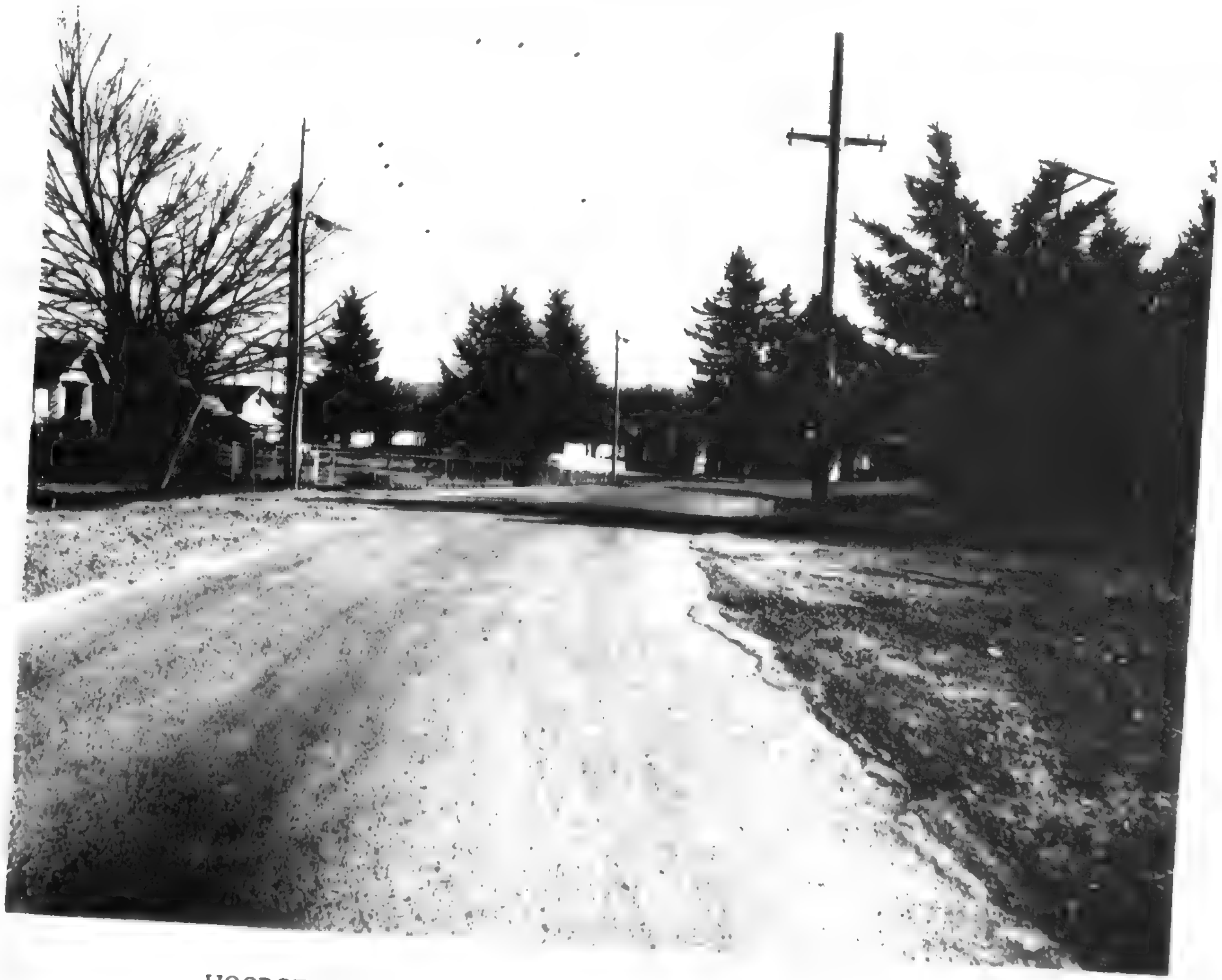
The one-way portion of Foster Road will be striped for three 12 foot travel lanes and an 8 foot parking lane. One of these travel lanes will be used for parking during off-peak perids. Woodstock Blvd. and the new connectors will be striped for two 14 foot and one 12 foot travel lanes. One of the Woodstock Blvd. travel lanes will be used for parking during off-peak periods.

Between S.E. Henry Street and the end of the project, Foster Road will be widened to 68 feet within a future 81 foot right-of-way. This will be done to conform with the remainder of Foster Road to the East. This section of Foster Road will be striped for four lanes of two-way traffic with a 16 foot turning median and no provision for parking. The widening will take place on the north side of Foster Road from S.E. Henry Street to S.E. Woodstock Court, and on the south side of Foster Road from Woodstock Court to the easterly project limit.

Ninety-second Avenue will be widened from 36 feet to 44 feet between Foster Road and Woodstock Blvd. This will allow 8 foot sidewalks within the existing 60 foot right-of-way. The roadway will be striped for two-way traffic



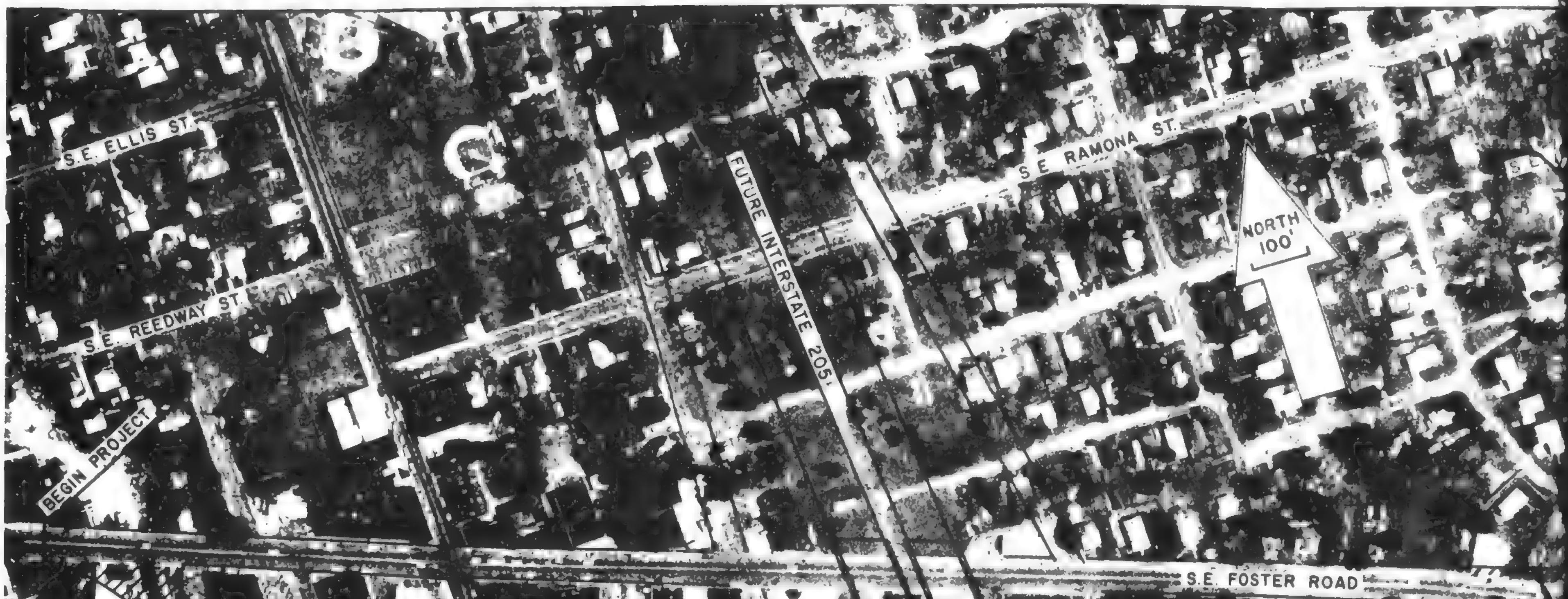
WOODSTOCK BLVD. - Looking east from 91st Ave.

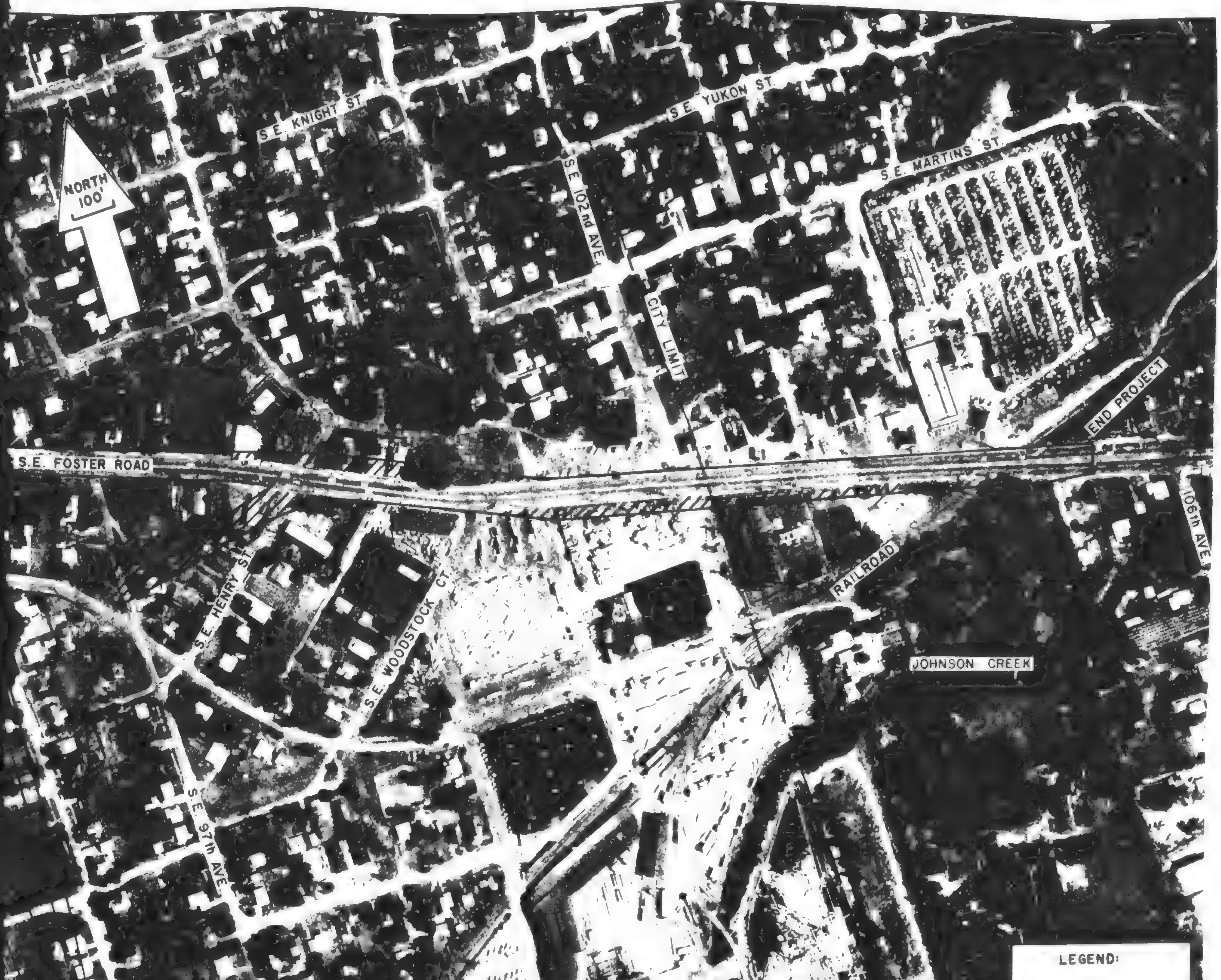


WOODSTOCK BLVD. - Looking east from 96th Ave.

FOSTER ROAD - Looking west from Henry St.

FOSTER ROAD - Looking east from 101st Ave.


S.E. ELLIS ST.
S.E. REEDWAY ST.
BEGIN PROJECT
S.E. RAMONA ST.
FUTURE INTERSTATE 205.
NORTH
100'
S.E. FOSTER ROAD
S.E. 89th AVE
S.E. WOODSTOCK BLVD.
S.E. 92nd AVE
S.E. TOLMAN ST.
S.E. HENRY ST.
S.E. 97th AVE


NORTH
100'
S.E. KNIGHT ST.
S.E. YUKON ST.
S.E. MARTINS ST.
S.E. 102nd AVE.
CITY LIMIT
END PROJECT
S.E. FOSTER ROAD
106th AVE.
RAILROAD
S.E. HENRY ST.
S.E. WOODSTOCK CT.
JOHNSON CREEK
S.E. 97th AVE.
LEGEND:
/// R/W ACQUISITION

PROJECT SITE
AERIAL PHOTO

FOSTER/WOODSTOCK COUPLET

FOSTER ROAD - Looking west from 93rd Ave.

INTERSTATE 205 RIGHT-OF-WAY - Looking north from Foster Rd.

with two 14 foot travel lanes and a 16 foot left turn refuge. Parking will not be allowed along this one block section of 92nd Avenue.

Storm sewers will be installed along both Foster Road and Woodstock Blvd. from S.E. 89th Avenue to S.E. Henry Street.

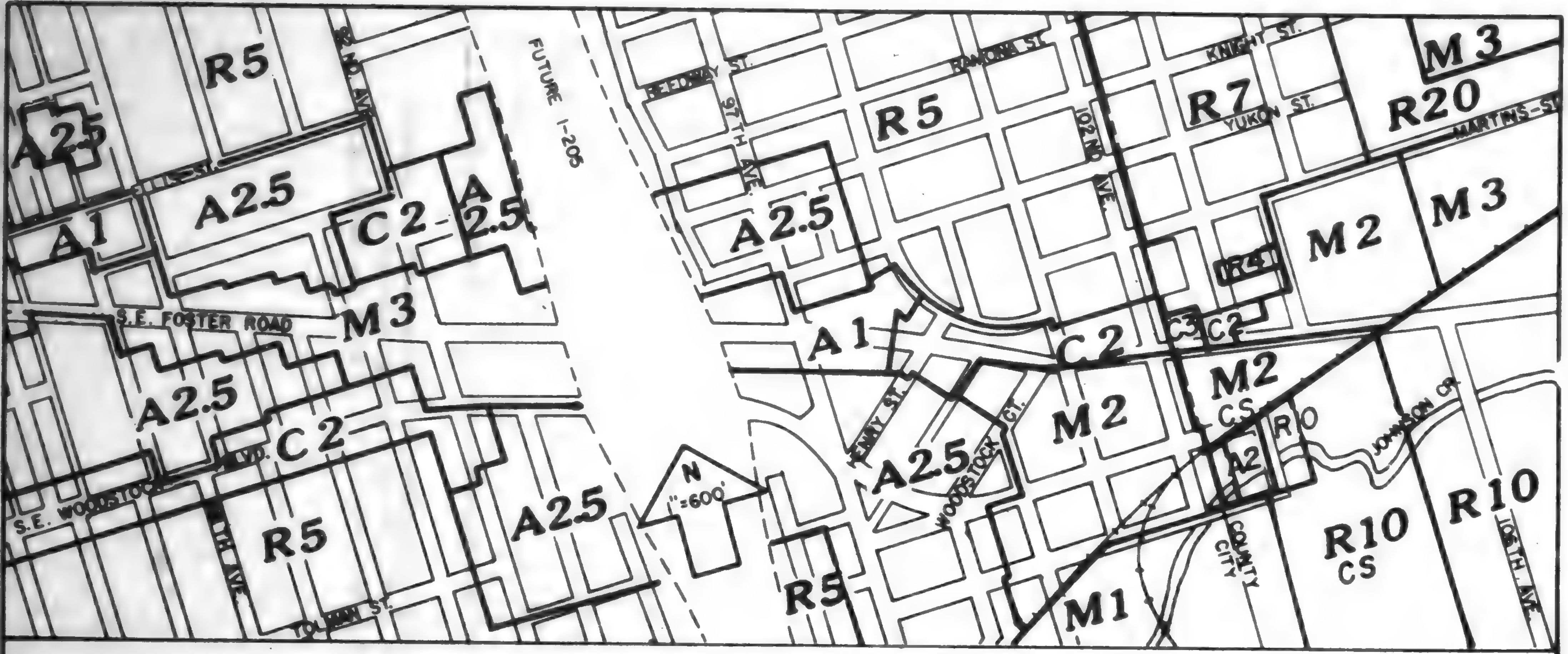
Combination wheelchair/bicycle ramps will be placed in all reconstructed curb corners.

The Portland Planning Commission at its June 20, 1973, meeting initiated proceedings for placing the "S" signboard control zone along Foster Road and Woodstock Blvd. from 82nd Avenue to the eastern City Limit. It also recommended that the City Council take action to place utility lines underground along Foster Road, Woodstock Blvd. and 92nd Avenue at the time of constructing the Foster/Woodstock Couplet.

EXISTING ENVIRONMENTAL SETTING

The project is located within the Lents neighborhood which is an old, established residential and commercial area in southeast Portland.

Foster Road and Woodstock Blvd. are generally zoned for industrial and commercial usage, with the surrounding area zoned for apartment and residential use. The prevalent apartment zone is A2.5 which allows single-family residences, garden apartments, and duplexes on a 5,000 square foot lot. Mostly single family residences exist within this zone. The most common residentail zone is R5 which allows one residence on a minimum lot size of 5,000 square feet. Larger lot sizes are found within Multnomah County where residential land is zone R20, R10, R7 and R4. Zones R20, R10 and R7 require 20,000, 10,000 and 7,000 square foot lots respectively for single family


R5
A2.5
A1
A2.5
C2
A
2.5
FUTURE I-205
S.E. FOSTER ROAD
M3
A2.5
C2
BLVD.
S.E. WOODSTOCK
R5
TOLMAN ST.
A2.5
N
1"=600'
R5
97TH AVE.
A2.5
A1
R5
RAMONA ST.
102ND AVE.
HENRY ST.
A2.5
WOODSTOCK CT.
C2
M2
M1
KNIGHT ST.
R7
YUKON ST.
R20
M3
MARTINS ST.
M2
M3
R4
C3
C2
M2
CS
A2
R10
COUNTY
CITY
JOHNSON CR.
R10
CS
R10
108TH AVE.

EXISTING ZONING

Residential (R)

Apartment (A)

Commercial (C)

Industrial (M)

Community Services in Multnomah County (CS)

FIGURE 3

residences, while R4 requires 8,000 square feet for a two-family residence.

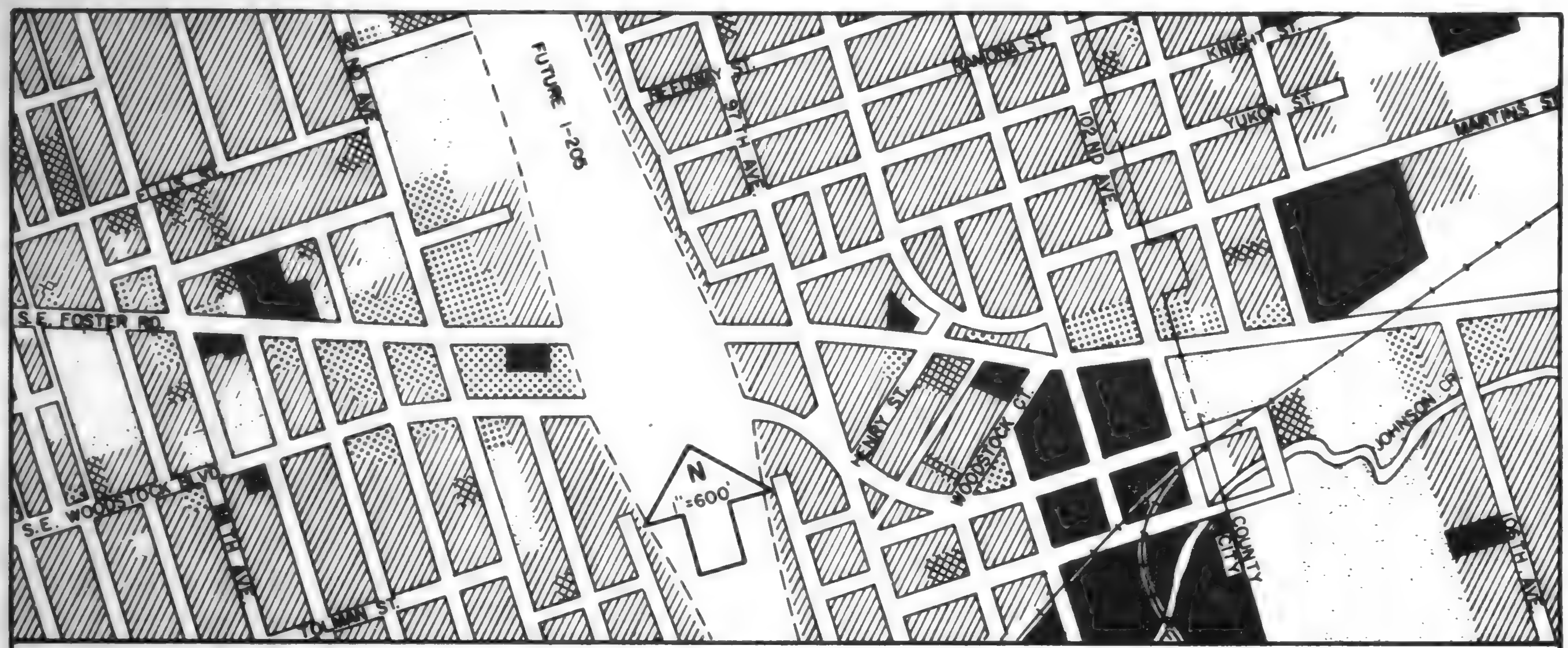
Commercial activity is predominantly located along Foster Road west of 94th Avenue and along 92nd Avenue between Woodstock Blvd. and Foster Road. There is also commercial activity along Woodstock Blvd. between 91st Avenue and 93rd Avenue. Several second-hand stores are located within these areas. The commercial buildings are either one or two stories high and approximately 50 years old.

The economic status of the project area reflects the general condition of the neighborhood which is relatively run-down. According to 1970 census data, housing value, income, educational level and employment in the project area all are lower than in the Portland metropolitan area. See Table II.

TABLE II
ECONOMIC CONDITIONS

	Standard Metropolitan Statistical Area	Tract 6.01*	Tract 6.02**
Median Value of Housing ($)	16,700	12,400	11,300
Median Family Income ($)	8,378	7,852	6,423
Male Unemployed (%)	6.2	8.4	10.7
Female Unemployed (%)	6.0	6.5	8.8
High School Graduates (%)	62.9	48.3	48.0

Source: 1970 Census of Population & Housing, U.S. Department of Commerce
* Bounded by 82nd Avenue, City Limit, Holgate Avenue, Foster Road
** Bounded by 82nd Avenue, City Limit, Portland Traction Co. Railroad, Foster Rd.


S.E. FOSTER RD.
S.E. WOODSTOCK BLVD.
92ND AVE.
ELLIS ST.
TOLMAN ST.
FUTURE I-205
N
1"=600'
REEDWAY ST.
97TH AVE.
RAMONA ST.
102ND AVE.
KNIGHT ST.
YUKON ST.
MARTINS ST.
HENRY ST.
WOODSTOCK CT.
COUNTY
CITY
JOHNSON CR.
106TH AVE.

EXISTING LAND USE

- ▨ Single Family Residential
- ▩ Multi-Family Residential
- ░ Commercial
- ■ Industrial
- Community Services

FIGURE 4

Community services are concentrated on the west side of the future freeway between 86th and 93rd Avenues. There are six churches within this area. St. Peters Church and School occupies the majority of the block bounded by Foster Road, Woodstock Blvd., 86th Avenue, and 87th Avenue. The church is operating but the school was closed in 1972. The Lents Community Center, a fire station, a Masonic Temple and a Boys' Club playing field are also west of I-205. East of the future I-205 the only community service facilities are a P.G.E. substation and the Fairlawn Rest Home.

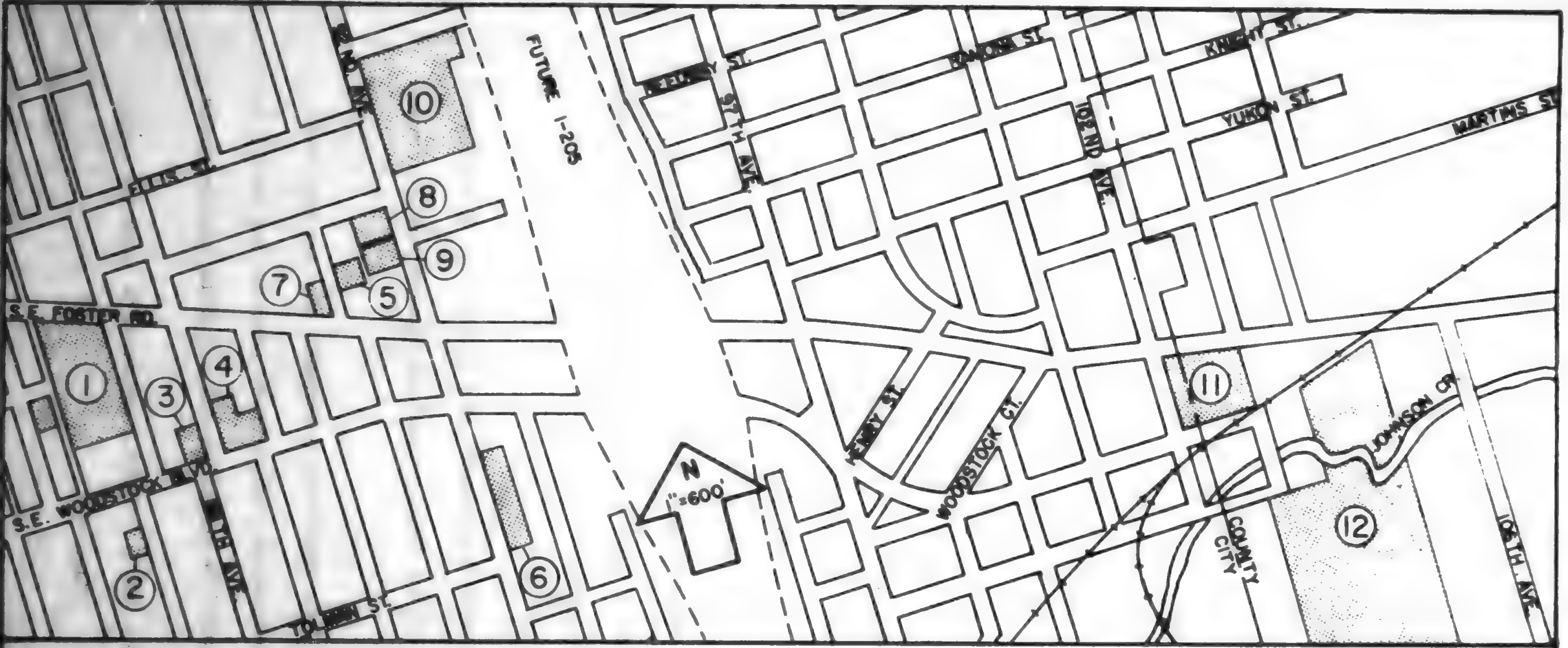
The Portland Planning Commission's "Comprehensive Development Plan", July 1966, designates the land south of Foster Road and east of I-205 for future industrial usage. It is currently occupied by a large lumber mill and a concrete block manufacturer with the remainder of the area occupied by single-family residences.

A railroad track owned by Portland Traction Company generally parallels Johnson Creek through the project area, and crosses Foster Road near the eastern project limit. An average of two slow moving trains use this track six days per week.

The terrain is flat in nature varying less than ten feet in elevation from one end of the project to the other.

A 500 foot wide strip of cleared land runs north-south between 94th Avenue and 96th Avenue. This is the corridor in which land has been purchased and homes removed for the future I-205 freeway.

The 1972 average daily traffic along Foster Road was 14,000 vehicles per day, and 4,000 vehicles per day for Woodstock Blvd. Parking is currently allowed throughout the project area with the exception of Foster Road from


FUTURE I-205
S.E. FOSTER RD.
S.E. WOODSTOCK BLVD.
ELLIS ST.
TOLMAN ST.
97TH AVE.
RAMONA ST.
102ND AVE.
KNIGHT ST.
YUKON ST.
MARTINS ST.
HENRY ST.
WOODSTOCK CT.
N
1"=600'
COUNTY
CITY
JOHNSON CR.
106TH AVE.
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫

COMMUNITY SERVICES

① St. Peter's Church and School
② Church of God
③ Lents Baptist Church
④ Lents Seventh-Day Adventist Church
⑤ Second Friends Church
⑥ Lents Evangelical Church
⑦ Scene I - Lents Community Center
⑧ Fire Station
⑨ Masonic Temple
⑩ Boy's Club Field
⑪ P.G.E. Substation
⑫ Fairlawn Rest Home

FIGURE 5

S.E. 102nd Avenue to the easterly project limit.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

A. Vehicular Mobility

The conversion of Foster Road and Woodstock Blvd. from two-way to one-way operation will improve mobility for the majority of traffic in the vicinity of the Foster/Woodstock interchange with I-205. One-way streets effectively reduce intersectional conflicts—those between vehicles and other vehicles and those between vehicles and pedestrians, and increase speed and reduce traffic delays.* Thus, a general improvement of mobility for traffic on City streets and improved operation of the freeway interchange can be expected. The one-way couplet will cause a change in travel patterns resulting in circuitous routes for some drivers with destinations or starting points within the immediate area of the one-way couplet. The number of drivers subjected to out-of-direction travel will be low in comparison to the number that will benefit by improved mobility.

B. Right-of-Way Acquisition

Purchase of right-of-way for the couplet was started by the City of Portland during 1970 and 1971. During this period two houses and a service station were acquired.

In February of 1972 the City proposed to finance the project with federal funds and consequently curtailed right-of-way acquisition until an environmental impact statement could be prepared and a public hearing held.

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* Traffic Engineering, by Matson, Smith & Hurd, McGraw-Hill Book Co., Inc.

The purchase of seven homes and three businesses will be necessary to complete right-of-way acquisition for this project. The homes range in price from $6,000 to $19,000. The businesses consist of a service station, a cabinet shop and a machine works.

People will be displaced from five single-family homes and two two-family homes that remain to be acquired. One family will be displaced from a home already acquired by the City. People will be displaced from a total of ten dwelling units. Seven of the dwelling units are rental units.

Partial-acquisitions will be required from several residential properties, a concrete block storage area, a lumber storage area, and a P.G.E. substation. The majority of these partial-acquisitions result from the widening of Foster Road from Henry Street to the eastern end of the project.

To establish availability of replacement housing the Oregon State Highway Division surveyed new listings in the Oregon Multiple Listing Service, March 28, 1973, and Multiple Listing Service April 6, 1973. Within the N.E. and S.E. areas there were 31 homes for sale with a listed price of under $15,000, and 134 homes with a listed price of over $15,000.

The Oregon State Highway Division also surveyed the Sunday Oregonian, April 8, 1973, for available rental apartments, duplexes and houses. Within the N.E. and S.E. areas there were 161 rental units available that rented for $125 per month or less, and 322 units available with rents of $125 per month or more. The families proposed to be displaced by the couplet project should have no trouble finding adequate replacement housing within a real estate market of this magnitude.

All persons displaced will be eligible for benefits of the Federal Uniform Assistance Act of 1970. This act is outlined in a later section.

A Relocation Plan for this project was prepared by the Oregon State Highway Division and is available at the City of Portland, Office of the City Engineer. The Plan details relocation needs and benefits plus the availability of replacement housing.

C. Sound Level

"I-205 Noise Impact Analysis" by Bolt, Beranek and Newman (BBN) April, 1972, covers in part, sound impact upon the Lents community. BBN made ambient sound measurement; however, those sound levels cannot be considered ambient (existing) as far as this project is concerned. The future I-205 freeway will very likely be put into operation regardless of whether the Foster/Woodstock Couplet is completed. In addition, the planned local interchange at this location could be opened using only Foster Road (as a two-way street) to carry traffic to and from the freeway. So, sound levels after I-205 is operational will be considered as ambient for this project.

BBN has predicted L 50 (sound level exceeded 50% of the time) sound levels produced by freeway traffic using peak morning traffic on an average day in 1990. BBN's study predicts an L 50 sound level of 65 dbA* near the freeway right-of-way limits (93rd Avenue and 96th Avenue) lessening to 55 dBA near 88th Avenue on the west and 101st Avenue on the east. The entire one-way couplet operation will be within this area. These noise levels should be considered as ambient for the Foster/Woodstock Couplet project. As a reference point, 50 dBA is normally experienced in an area removed from freeways or major arterials. An increase in sound level of 5dBA or more above the ambient level can be expected to result in a noise impact.

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*dBA = Sound level in decibles measured with a frequency weighing network corresponding to the "A" scale on a standard sound level meter.

Noise level changes can be expected due to changing traffic patterns caused by the institution of the one-way couplet. The one-way couplet will split the combined traffic on both streets putting an equal amount on each half of the couplet; thus, traffic and noise along the one-way section of Foster Road will be reduced resulting in a noise advantage, while traffic and noise along Woodstock Blvd. will be increased resulting in a noise disadvantage.

The property along Woodstock Blvd. has developed into commercial and residential usage. The homes along Woodstock Blvd., and those along the new connections will be most sensitive to increased sound, so expected sound levels were calculated for these residences.

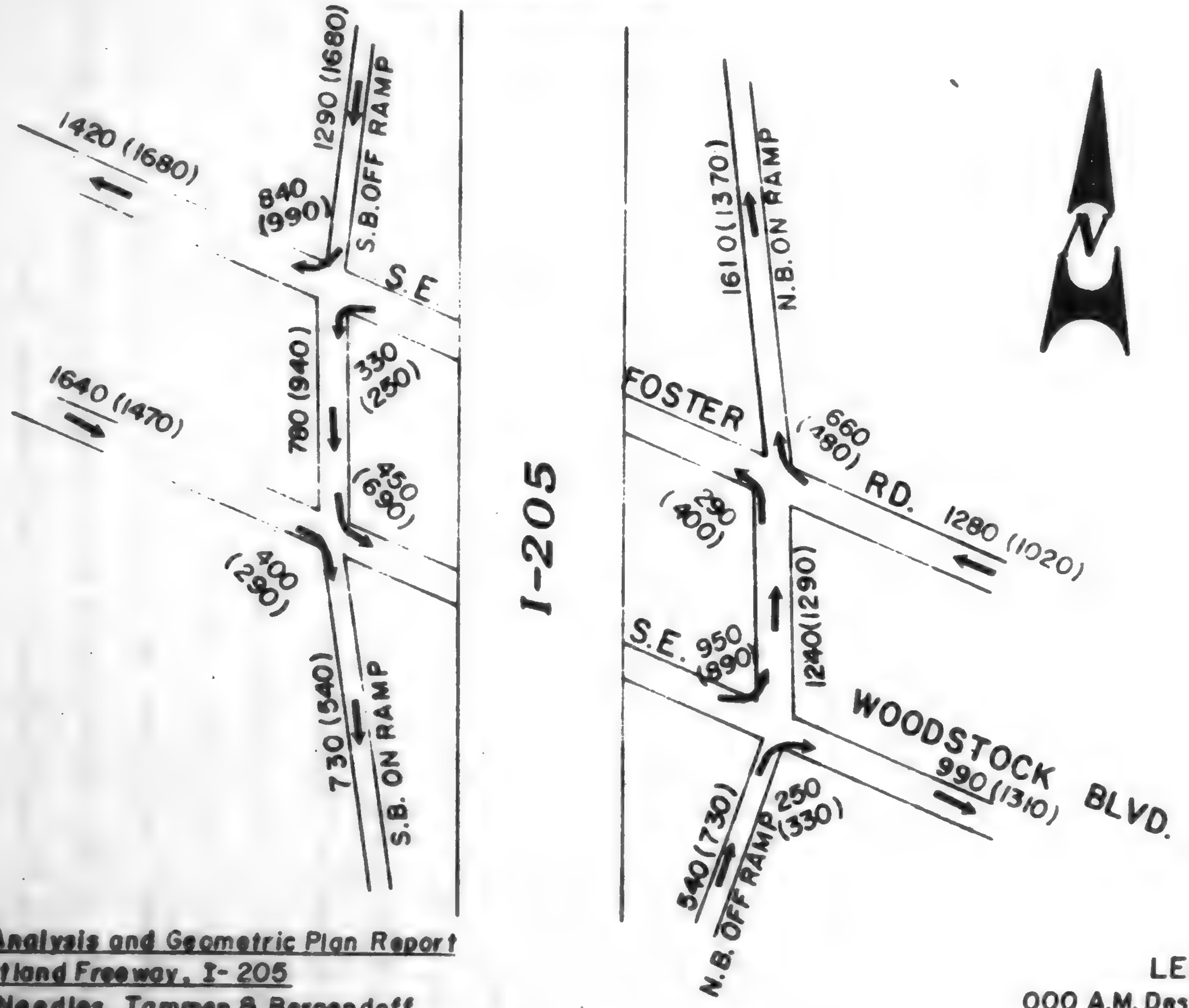
Sound levels were predicted using the methods set forth in a Highway Research Board publication entitled, "Highway Noise - A Design Guide for Highway Engineers." 1990 design hour traffic volumes of 1640 west of the freeway and 1310 east of the freeway were used for calculations (see Figure 6). An average speed of 25 MPH and three per cent trucks were assumed.

The highest predicted L 50 sound was calculated to be 66dBA with an L 10 (sound level that is exceeded 10 per cent of the time) sound level of 69 dBA. The Federal Highway Administration has design level sound standards which sets the maximum acceptable L 10 sound level for the exterior of residences at 70 dBA. This project will not cause the standard to be exceeded at any residence along either the new connectors or Woodstock Blvd. None of the community service facilities in the area are close enough to the one-way operation to be adversely affected by increased sound levels.

D. Air Quality

The exhaust from gasoline powered vehicles contains emissions which include a variety of hydrocarbons, carbon monoxide, oxides of nitrogen, lead

1990 TRAFFIC
(DESIGN HOUR VOLUME)


1420 (1680)
1290 (1680)
S.B. OFF RAMP
840 (990)
S.E.
780 (940)
330 (250)
1640 (1470)
450 (690)
400 (290)
730 (540)
S.B. ON RAMP
I-205
1610 (1370)
N.B. ON RAMP
FOSTER
660 (480)
RD.
290 (400)
1280 (1020)
S.E. 950 (890)
1240 (1290)
WOODSTOCK BLVD.
990 (1310)
250 (330)
540 (730)
N.B. OFF RAMP
N

SOURCE: Traffic Analysis and Geometric Plan Report
East Portland Freeway, I-205
Howard, Needles, Tammen & Bergendoff,
June 1970, Plate II.

LEGEND
000 A.M. Design Hour Volume
(000) P.M. Design Hour Volume

FIGURE 6

and other products. Present federal law requires increasingly restrictive requirements for vehicles exhaust emissions with additional restrictions under consideration. The effect of these restrictions will be a reduction of pollution from individual automobiles in the future. However, the number of automobiles traveling near the Lents area will increase in the future. The future I-205 freeway will introduce many automobiles, thus more automobile associated pollutants to the area.

Levels of automobile pollutants along the route of I-205 have been calculated and presented in a technical report.* Levels of carbon monoxide, hydrocarbons, nitrogen dioxide, and lead were predicted using peak hour morning traffic along I-205 for the year 1990. The 1990 peak hour pollutant levels expected 500 feet from Lent School are:

1.	Carbon monoxide:	0.54 ppm
2.	Hydrocarbons:	0.14 ppm
3.	Nitrogen dioxide:	0.16 ppm
4.	Lead:	1.83 micrograms per cubic meter

The Department of Environmental Quality's air quality standards are presented in Table III. All pollutant levels meet the DEQ standards except (apparently) the level of nitrogen dioxide. The DEQ standard for nitorgen dioxide is for the annual arithmetic mean while the predicted level is for the morning peak hour. The predicted nitrogen dioxide level meets the standard when converted to an annual mean value.

The proposed one-way couplet should not generate traffic in the Lents neighborhood. While the one-way system will expose more land to possible development, it is believed that the type of business attracted will

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* Roadway Air Pollution Model, D. Braslan, Technical Report, Howard Needles, Tamen & Bergendoff, June 30, 1973.

TABLE III

DEPARTMENT OF ENVIRONMENTAL QUALITY, AIR QUALITY STANDARDS

Pollutant	Standard
Suspended Particulate Matter	60 micrograms/cubic meter: annual geometric mean 100 micrograms/cubic meter; 24 hour concentration for not more than 15% of samples for any month 150 micorgrams/cubic meter; 24 hour concentration, not more than once per year
Carbon Monoxide	8.7 ppm (10 milligrams/cubic meter), maximum 8 hour average, not more than once per year 35 ppm (40 milligrams/cubic meter), maximum 1 hour average, not more than once per year
Hydrocarbons	.24 ppm (160 micrograms/cubic meter) maximum 3 hour concentration measured from 0600 to 0900, not to be exceeded more than once per year
Nitrogen Dioxide	.05 ppm (100 micrograms/cubic meter), annual arithmetic mean

be that which will serve the motorist at the interchange with I-205. It will most likely serve the existing traffic and shouldn't generate a significant amount of additional traffic. Thus, the proposed one-way couplet should not cause an increase in air pollution. In fact, it should reduce some types of automobile pollutants.

The amount of carbon monoxide and hydrocarbon emissions are dependent upon the speed and operating mode of the vehicle (i.e. idle, acceleration, deceleration, steady speed). An increase in route speed will reduce the amount of carbon monoxide emissions. For example, an increase in speed from 25 to 35 MPH can reduce up to one-fourth the amount of carbon monoxide emitted by a vehicle. Vehicles emit the least amount of hydrocarbons at a speed of approximately 35 MPH. The one-way couplet system will allow speeds approaching 35 MPH. Steady speeds also reduce the amount of carbon monoxide and hydrocarbon emissions.*

The conversion of Foster Road and Woodstock Blvd. to a one-way couplet should increase speed, reduce travel delays, and produce steadier traffic flow (see page 9, Vehicular Mobility) which should result in reduced carbon monoxide and hydrocarbon levels for the area.

E. Land Use and Zoning

It is possible that the I-205 interchange near the Lents business district will stimulate new construction and renewal of this area. Some of the businesses now on S.E. 82nd Avenue which depend largely on tourist trade may seek locations at the interchanges to the I-205 freeway, including the one at Foster/Woodstock. These highway-oriented businesses may improve the prospects for the Lents business district, stimulating some return of the neighborhood service businesses which have left the area during the past 20 years. Likewise, the large area between Mt. Scott and Powell Butte, now mostly vacant land, may as it continues to develop for residential use, bring more new customers to the Lents business area.

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* From Procedures for Estimating Highway User Costs, Air Pollution, and Noise Effects, Highway Research Board, 1972. pp. 37-47.

The construction of a freeway interchange near existing old business districts is not assurance, in itself, of stimulating new development. An examination of the Minnesota, Baldock and Banfield Freeways in Portland reveals that there has been relatively insignificant impact in stimulating new growth in adjacent existing business districts. It appears that the new construction along freeways is attracted primarily to those interchanges where there is ample vacant land. The Boones Ferry Road interchange on the Baldock Freeway west of Lake Oswego and the Hazeldell interchange at 78th Street north of Vancouver are examples. Yet the interchange at Foster Road and Woodstock Blvd. may be in a different category. The freeway is elevated as it approaches this interchange. From the south, it is the first interchange inside the City and the tourist has a widespread view of Portland. He may feel that he will need to exit at this interchange to take care of his business within the City.

This one-way couplet exposes more land to possible land use change, i.e. all of the property with frontage along both of the new connectors and the one-way portion of Woodstock Blvd. West of the freeway the land fronting Woodstock Blvd., is zoned M3 (light industrial), C2 (general commercial) and A2.5 (allows single family residences, garden apartments or duplexes), while the new connector cuts through land zoned A2.5. Zone change requests can be anticipated in the A2.5 zones.

The area east of I-205, and south of Foster Road can be expected to change to industrial usage over the years. If the freeway and the couplet do stimulate business opportunities, there will be the demand to change the

A1 zone on Foster and the A2.5 zone on Woodstock. Decision on zoning of this frontage has a bearing on the future of the triangular residential area now cut off by the I-205 freeway from its former neighborhood. The Planning Commission's Comprehensive Plan assumes that this environmentally deprived area caught between an elevated freeway, a business arterial, a railroad, and a sawmill cannot be maintained for residential use and should be converted to industrial use. There is some deteriorated housing in the area and some new but relatively low cost housing.

This triangular area, including streets, measures about 28 acres. Of course, there are a significant number of dwelling units involved. About 65 houses are in the area, obviously populated by people with minimum resources. An industrial development in this location would have its advantages with access both by freeway and by railroad. The low-income Lents area could benefit by more nearby employment opportunities. The Community Renewal Program, adopted by the City Council in 1969 recommended that this area be converted to industry by the use of urban renewal powers.

The material in this section was extracted from data furnished by the Portland Planning Commission.

F. Pedestrian Mobility

The proposed project will increase pedestrian mobility by providing wider sidewalks along Foster Road. The sidewalks will be widened from 5 feet to 8 feet between 89th Avenue and Henry Street. From Henry Street to the end of project, sidewalks will be widened only on one side of Foster Road.

If the Portland City Council acts upon the Portland Planning Commission's recommendation to place utility lines underground, pedestrian mobility will be further increased since power poles are presently obstacles placed within the already narrow sidewalk area.

Combination wheelchair and bicycle ramps placed at all reconstructed corners will also increase pedestrian mobility.

G. Impact During Construction

The disagreeable aspects of any street construction project will be evident during construction of this project. These include noise from construction equipment, dust, and inconvenience due to rerouting of traffic. Steps that will be taken to mainimize the above adverse effects due to construction are outlined in a later section.

H. Wildlife and Vegetation

The project is in an urban, built-up neighborhood that has developed into residential, commercial, and industrial usage, so little wildlife or vegetation will be removed because of this project. Whatever wildlife that is displaced will find adequate similar habitats in the surrounding residential area.

I. Archeological and Historical sites

There are no known archelogical sites that will be affected by the proposed project. No historical sites are located near the project area. This was verified by checking the National Register of Historic Places, 1972, U.S. National Park Service.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Total right-of-way acquisition of seven homes and three businesses will be necessary. Partial-acquisitions will also be required from several residential properties, two industrial properties, and an electrical substation.

Properties along Woodstock Blvd. from S.E. 90th Avenue to S.E. 97th Avenue will be exposed to increased traffic and sound levels. The same is also true for properties along the two new connectors.

The residential property along Woodstock Blvd. and the new connectors can be expected to change to commercial or industrial usage which may be considered as an adverse environmental effect.

Construction procedures will create noise, dust, and inconvenience for motorists.

ALTERNATIVES TO THE PROJECT

One alternative to the project is to create a one-way couplet using Foster Road and Woodstock Blvd. from Henry Street to 82nd Avenue. This requires a connector at Henry Street but none at 90th Avenue. Thus, fewer homes and businesses would have to be removed because of the elimination of the 90th Avenue connector. This alternative would allow improved mobility along Foster Road and Woodstock Blvd. as well as improving the operation of the I-205 interchange.

This alternative has a serious drawback, however. East-bound Foster Road traffic west of 82nd Avenue desiring to continue to the east would have to follow a circuitous path. It would have to turn right onto 82nd Avenue, travel 1,200 feet south and execute a left turn onto Woodstock Blvd. in order to continue east-bound. This would not only be a delay and inconvenience for the motorists traveling such a path, but would delay and inconvenience other motorists along the already heavily traveled 82nd Avenue. The resultant heavy left turn movement at the intersection of 82nd Avenue and Woodstock Blvd. would reduce the operating efficiency of that intersection. In addition, this scheme would be detrimental to local access of homes and businesses in the area between Foster Road and Woodstock Blvd. since the couplet is very widely spaced at S.E. 82nd Avenue (1200 feet). See Figure 7

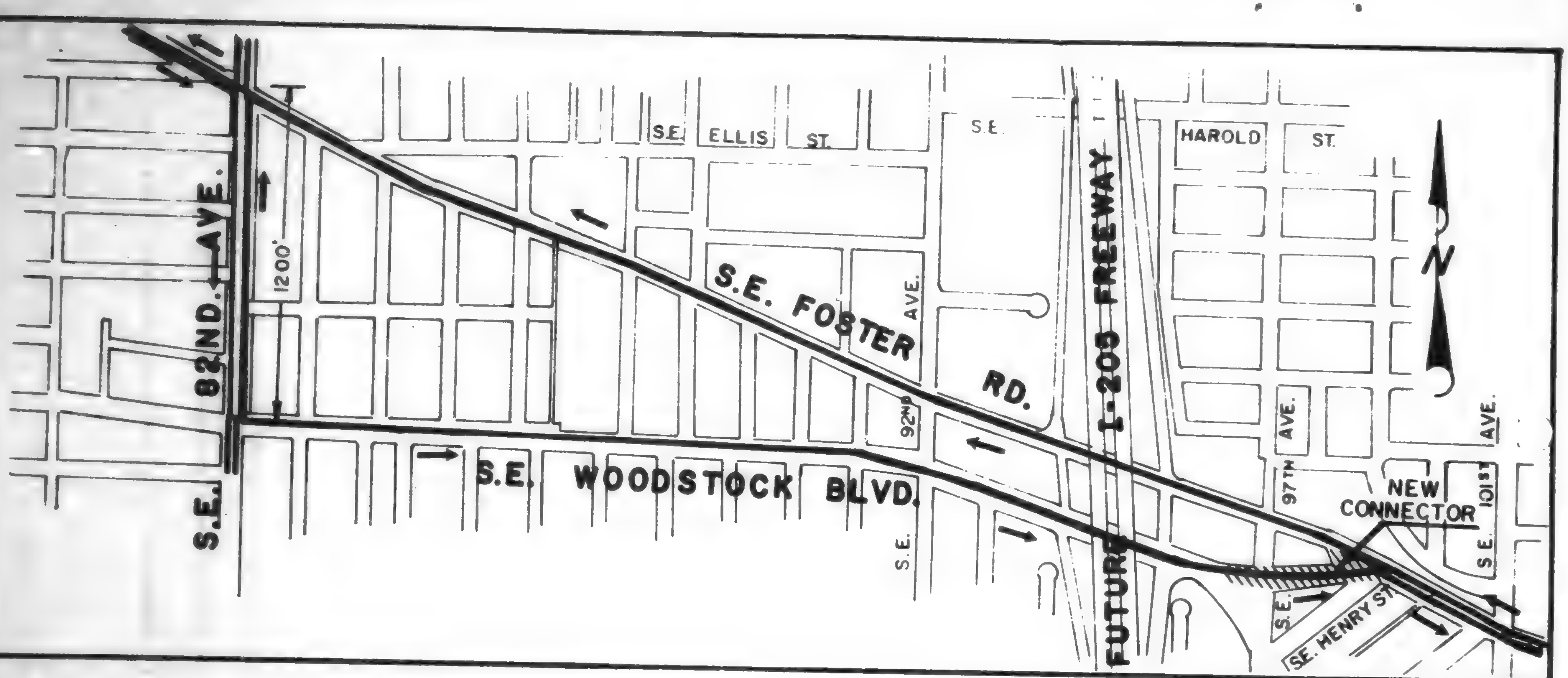
Another alternative would be to let Foster Road and Woodstock Blvd. operate as two-way streets without constructing the proposed connector roads or widening Foster Road. All curb-side parking would have to be removed from Foster Road in order to accommodate four traffic lanes (two in each direction). Heavy turning movements to and from the freeway ramps in conjunction with heavy through traffic would cause severe congestion of the entire interchange operation. This alternative would not be sufficient to handle projected traffic volumes.

RELATIONSHIP BETWEEN SHORT TERM ENVIRONMENTAL USES AND LONG TERM PRODUCTIVITY

The act of constructing the couplet will cause inconvenience to motorists and residents of the immediate area. These inconveniences are short term, however, ending when construction is completed.

Short term use of the environment will be changed by the removal of homes and businesses, and by the relocation of people. The effects of this change will be minimal since few homes and businesses will have to be removed.

The project will cause a change in traffic patterns — heavy traffic will be divided between two one-way streets which will result in fewer


S.E. 82ND. AVE.
1200'
S.E. ELLIS ST.
S.E.
HAROLD ST.
S.E. FOSTER RD.
S.E. 92ND AVE.
FUTURE I-205 FREEWAY
S.E. WOODSTOCK BLVD.
S.E. 97TH AVE.
S.E. 101ST AVE.
NEW CONNECTOR
S.E. HENRY ST.
N

ALTERNATIVE TO PROJECT

FIGURE 7

conflicts between patrons of the transportation corridor. Traffic congestion will be reduced and mobility increased within the project limits. The change in traffic pattern will also expose more property (that fronting Woodstock Blvd.) to possible land use change.

The traffic pattern change is a short term action which, along with the freeway interchange itself, will enhance long term productivity of the area by stimulating development and renewal of the Lents business district. It could also hasten industrial development of the area just east of I-205 and south of Foster Road which would benefit the surrounding low-income neighborhood by supplying nearby employment opprortunities.

The project is compatible with both the Portland-Vancouver Metropolitan Transportation Study 1990 Transportation Plan and the City of Portland's Comprehensive Development Plan.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Labor and materials commited for the completion of this project are irretrievable. Land use change from residential, commerical, and industrial to uses for transportation are most likely irreversible.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

The City of Portland held a corridor-design hearing on June 15, 1973 in the Portland City Hall Council Chambers. The project proposal presented at the hearing specified a narrowing of the one-way portion of Foster Road from 50 feet to 40 feet in order to accommodate 10 foot sidewalks within the existing right-of-way. It was also proposed to remove on-street parking throughout the project area.

The concern of the majority of people making statements at the public hearing centered around the fact that the Lents business community would be hurt by the loss of on-street parking. The public made recommendations for off-street parking sites, making it clear that they couldn't afford to develop the sites themselves. The public also wanted Foster Road left at its existing 50 foot width so that parking could remain. A few people had questions about how right-of-way acquisition would affect their property.

On June 20, 1973, five days after the City's public hearing, the Portland Planning Commission held a public hearing for the Foster/Woodstock project. At this meeting the Lents area businessmen and the City Staff came to an acceptable agreement. It was agreed to widen the sidewalks along the one-way portion of Foster Road from 5 feet to 8 feet, leaving a 44-foot roadway. The roadway will accommodate three 12-foot travel lanes plus an 8-foot parking lane. One of the travel lanes is to be used for parking during off-peak traffic hours which generally coincide with business hours. Thus, parking will be allowed 24 hours per day along one side of Foster Road, with additional off-peak parking on the other side of Foster Road. Parking will be allowed along one side of Woodstock Blvd. during off-peak periods. It was agreed to request the Oregon State Highway Division to allow the use of land under I-205 between Foster Road and Woodstock Blvd. for parking or other transportation uses. The possibility of using that area for off-street parking is being explored. The City Staff also agreed to make available any fragmental plots of land remaining after construction to be used for off-street parking. These agreements were in response to the major objections of the Lents area businessmen, and should solve the parking problem. In addition, the Planning Commission recommended that:

1. Sidewalks along 92nd Avenue between Foster Road and Woodstock Blvd. be narrowed to 8 feet. (This has been included in the project proposal.)
2. The City Council requires utility lines to be placed underground along Foster Road, Woodstock Blvd. and 92nd Avenue at the time of constructing the Foster/Woodstock Couplet. (This recommendation will be presented to the City Council for their consideration and action).
3. The acquisition of property and disposal of unused land be done so that no substandard lots will remain. (This recommendation also will be presented to the City Council for their consideration and action.)

The Planning Commission also initiated proceedings for placing the "S" signboard control zone along Foster Road and Woodstock Blvd. from 82nd Avenue to the eastern City limit.

The Draft Environmental Impact Statement was submitted to various Federal, State and local agencies for review on May 15, 1973. Copies of all comments received are attached.

The United States Department of the Interior suggested than an additional sentence be included in this Final Statement to reflect the fact that the National Register of Historic Places has been consulted. This was done.

The Planning and Evaluation Unit of Multnomah County made several comments about the Draft Environmental Impact Statement. These comments were dated June 14, 1973 and were transmitted by the Multnomah Board of Commissioners on July 5, 1973. All of the comments have been reviewed and changes made within the body of this Statement in response to comments thought to be valid. In particular, the section dealing with pedestrians has been revised to discuss pedestrian mobility in place of pedestrian safety. The air quality section has also been revised. Many of Multnomah County's comments are based on the assumption that the proposed one-way couplet project will generate a substantial amount of traffic which will have an impact upon the Lents Community. It is true that creating a one-way couplet at this location will expose more land to possible land changes; however, it is felt that the types of businesses that would be attracted to such a location (a freeway interchange)would not be traffic generators. They would most likely locate in the area because of expected traffic to and from the freeway and would be oriented towards serving that type of traffic. This type of business would serve the existing traffic and shouldn't generate a significant amount of additional traffic.

The Columbia Region Association of Governments commented that the replacement housing area should be in closer proximity to the project area. The Draft Statement used N., N.E., S.E., and S.W. areas of Portland for a replacement housing survey. The right-of-way acquisition section has been revised using only the N.E. and S.E. areas of Portland.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The adverse environmental effects due to removal of homes and businesses will be lessened by purchasing all property at fair market value. In addition, displacees will be eligible for benefits of the Federal Uniform Assistance Act of 1970 which include:

1. Moving expenses.
2. Supplementary payments to compensate for higher cost of comparable rental or replacement housing.
3. Payments to reimburse an owner for the higher interest costs of a new home loan.
4. Incidental closing costs.
5. Relocation advisory assistance.

Adverse environmental effects due to construction will be minimized by requiring the contractor to uphold all federal, state, and local regulations dealing with control of air and water pollution, open burning, dust and unnecessary noise produced by construction equipment. Stage construction will be employed to facilitate traffic flow throughout the project while keeping inconvenience of motorists at a minimum. Effort will be made to maintain reasonable access to businesses and residences during construction. Public Safety will also be maintained by the proper use of flagmen, signs, flashers and barriers.

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

July 31, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: SE 89th Ave.-SE 106th Ave.
PNRS #7207 2 090

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

Cleighton Penwell

cc: August 3, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
W.D. Albright
H.S. Cox
B.L. Gifford
H.S. Coulter
D.R. Adams
L.W. Rulien

BEN GIFFORD

Ben

CP:Pm

RECEIVED
AUG 2 1972
PROGRAMING SECTION

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 20, 1973

DEPT PUBLIC W[illegible]
JUN 27 1973
BUREAU CONSTRU[illegible]

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Foster/Woodstock Couplet S.E. 895th-S.E. 106th Ave.
Sec.
PNRS #7305 4 190

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

None of the responding agencies has proposed any significant changes and have approved your draft as submitted.

The Traffic Safety Commission made the following comment:

> "An important environmental impact is increased safety due to street improvements."

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

NOTED
[illegible]

6-25-73
cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
L. W. Rulien
D. R. Adams

KRC:ai

[illegible]
JUN [illegible]
OFFICE ENGINEERING SECTION

NOTED
S. J. COUPER

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

ER 73/678

June 20, 1973

DEPT. PUBLIC WORKS
JUN 27 1973
BUREAU OF CONSTRUCTION

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement prepared by the City Engineer, Portland, Oregon, for the proposed Foster/Woodstock Couplet from S.E. 89th Avenue to S.E. 106th Avenue, Portland, Multnomah County, Oregon.

The nature of the project and its urban setting make it unlikely that any archeological sites have survived and would be affected by the proposal. However, this should be verified and the final statement should include a statement to this effect.

The statement on page 15, paragraph J, "There are no historical sites near the proposed project," does not indicate that the National Register of Historic Places has been consulted. The fact that the register was consulted plus the results should be reported in the final environmental statement.

In our opinion, a copy of the statement should be forwarded to Oregon State Historic Preservation Officer, and his comments reques

Sincerely,

Roy H. Sampsel
Special Assistant to the Secretary

6-25-73

cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
L. W. Rulien
D. R. Adams

NOTED
S. J. COUPER

RECEIVED
JUN 22 1973
OFFICE ENGINEERING SECTION

NOTED
[illegible]
BEN GIFFORD

MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3304

MEL GORDON
COMMISSIONER

July 5, 1973

Mr. Wayne Oberding
Project Manager
City of Portland
Office of City Engineer
1220 S. W. Fifth Avenue
Portland, Oregon 97204

RE: Foster-Woodstock Couplet

Dear Mr. Oberding:

Enclosed please find the Multnomah County Board of Commissioners' comments on the draft Environmental Impact Statement for this project.

As Multnomah County is a participant in this project, the Board is most interested in following it closely. I would appreciate it if you would keep Dave Hupp of the Planning & Evaluation Unit closely informed about the major elements of the project work program. In addition, please notify him immediately of any forthcoming demand for the funds Multnomah County has allocated to the project.

Sincerely yours,

Mel Gordon
Commissioner

enclosure

cc: Dave Hupp
Loren Kramer

MG:nwg

Multnomah County

Comments on the proposed Foster/Woodstock Couplet

The following comments are concerned with the adequacy and/or accuracy of this Environmental Impact Statement in terms of the following issues: land-use planning, transportation planning, and noise and air quality.

Planning issues

This report several times refers to land-use effects of the proposed project. The most likely effects are increased commercial and perhaps industrial development, and reduced single-family residential uses, given existing zoning. In a project the size of I-205 to which the present project is intimately related, it is critically important to coordinate land-use planning with the transportation planning. The present proposal takes as given land-use planning, elements which are likely to change:

(a) "Trend city" assumptions are no longer valid for regional planning purposes;
(b) City and County zoning and comprehensive planning will likely have to change, as zoning is a mess in this area;
(c) The area is in the Johnson Creek flood plain. There will be flood plain planning for this area in the near future;
(d) The I-205 project is still in "proposed" status and not at all in satisfactory shape from an environmental standpoint: the EIS for I-205 needs substantial revisions;
(e) Transportation planning for the PVMTS area is likely to be substantially revised in local governments, CRAG and the Governor's Task Force.

My point here is that while these likely changes are difficult to put in concrete terms, transportation and land-use planning from now on must anticipate some changes and take account of effects, perhaps using a contingency approach. The present study is based too much on outdated plans and planning processes in this regard.

Transportation planning

Traffic inpact analysis generally is full of unsupported assertions in this statement. Examples:

p. 7: "One-way streets effectively reduce intersectional conflicts - those between vehicles and other vehicles and those be-

tween vehicles and pedestrians, and increase speed and reduce traffic delays." This statement is footnoted with a textbook reference. The statement is true only under certain conditions. It ignores the possible volume - increasing effects of a road improvement. These increased traffic volumes, beyond those generated by the freeway, are almost certain to occur due to the expected land-use changes (noted on p. 11).

p. 7: "The number of drivers subjected to out-of-direction travel will be low in comparison to the number that will benefit by improved mobility." This statement is not self-evident and needs documentation.

p. 14: Reading the section on pedestrian safety, one is left with the impression that the project has a positive impact. Yet, pedestrian safety is surely a function of traffic flow and speed as well. These are expected to increase (see p.7) and thus reduce safety.

There is no evident concern for impacts on other modes, especially bicycle. Nor is there any concern for pedestrian mobility.

p. 17: There are several unsupported statements on this page: "...fewer conflicts between patrons of the transportation corridor. Traffic congestion will be reduced and mobility increased within the project limits." This is essentially a repeat of the p. 7 assertion.

"The traffic pattern change ... will enhance long term productivity of the area by stimulating development and renewal of the Lents business district." The long-term productivity, health and renewal will depend on the planning for the area and the types of businesses attracted. Without proper planning, it is likely that this project will attract an over-burden of motels, gas stations and hamburger joints.

I also note that there are no statements about traffic impacts east or west of the project area.

Noise quality

There are several statements that are either unsupported or untrue, and the air and noise analysis is based on planning assumptions and standards which likely will be changed.

p. 9: Use of the currently predicted noise levels for I-205 does not provide a satisfactory basis for determining the ambient level, since these are being revised at the insistance of DEQ. The appropriate levels would be those which met DEQ requirements.

"Traffic and noise along the one-way section of Foster Road will be reduced resulting in a noise advantage...." I doubt this statement, but nowhere in the EIS is it demonstrated or supported.

p. 10: There is a paragraph stating that sound levels were predicted based on 1990 design hour traffic volumes, the diagram of which is on the following page. However, nowhere is there a table of the predictions themselves. Furthermore, what is the justification for assuming a 3% truck volume? Based on the expected commercial and industrial development mentioned several places in the report, I would expect a higher percentage.

Maximum sound predictions are given and are referred to FHWA standards. Nowhere are DEQ, EPA or US Public Health Service standards or guidelines used, yet DEQ is proposing standards which this project will certainly far exceed.

The statement is made that "none of the community service facilities in the area are close enough to the one-way operation to be adversely affected by increased sound levels." This statement is not supported, and reference to figure 5 "Community Services" suggests the statement is not true for three churches, the Lents Community Center and the Masonic Temple.

Summarizing comments on noise: the impact analysis as written should be redone entirely. One thing that should be added is the expected impact of noise levels on property values.

Air quality

There are several conjectures and false statements in the air section.

pp. 10 & 11: "The amount of hydrocarbons, carbon monoxide, nitrogen oxide emitted by vehicles should be halved by 1978." This statement is unsupported. Even if it can be supported, it is best to use this kind of statement in two ways: First, the implications of the statement should be worked out for this

project. This was not done in the EIS. Second, implications of not achieving this lower emission level should be worked out.

p. 11: The paragraph relating emissions to speed & operating mode is true only for hydrocarbons and carbon monoxide. It is not true for nitrogen oxide and lead.

There are no comments on lead, yet EPA standards do exist, and DEQ standards are likely to be developed before this project is finished.

There is no reference in this air section to ambient air quality.

Finally, the entire section and, particularly, the last paragraph approaches air quality from the standpoint of the individual vehicle. This perspective is very limited, and in fact air quality control agencies use a facility (i.e. roadway) perspective, which brings in the traffic volume as a variable. Traffic volumes are given no satisfactory treatment here. The last paragraph "... a one-way couplet will produce less traffic congestion, thus steadier and higher operating speeds, which will result in reduced air pollution for the area" is true only for constant traffic volume. Yet, as suggested several times in this EIS, particularly in the first sentence in the following section "Land Use and Zoning,"the I-205 interchange and the present project will likely stimulate development, which will generate traffic volumes.

In any event, the air quality section is generally unsupported and should be redone.

Other comments:

The subject of adverse impacts and methods of minimizing unavoidable adverse impacts is inadequately discussed. The narrow focus is on displacement and relocation of homes and businesses. It is not mentioned that business relocation and compensation is woefully inadequate. More seriously, there are broader land-use and environmental impacts mentioned in these comments, which are ignored in the sections on adverse impacts. Finally, I would add that continued emphasis on accomodating automobile traffic is itself an adverse long term impact, demonstrable by virtue of accomodating projected traffic volumes by expanding the road system to control congestion. There are alternatives to controlling congestion which do not consist of laying so much concrete. In addition, the traffic-generating effects of "accomodating projected volumes" are becoming more and more well-known, and in this process we are on an adverse impact "treadmill".

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

June 29, 1973

REPLY TO ATTN OF: 10MEI - M/S 325

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental impact statement for S.E. 89th Avenue to S.E. 106th Avenue, Foster/Woodstock Couplet, Portland, Oregon.

We foresee no major adverse environmental impacts other than those mentioned in the draft statement.

Thank you for the opportunity to review this draft statement.

Sincerely,

Hurlon C Ray
Hurlon C. Ray
Assistant Regional Administrator
for Management

7-5-73

cc:
- G. L. Green, FHWA
- E. S. Hunter
- R. L. Schroeder
- J. H. Versteeg
- Don Byard
- H. S. Cox
- R. N. Chase
- B. L. Gifford
- L. W. Rulien
- D. R. Adams

RECEIVED
JUL 5 1973
OFFICE ENGINEERING SECTION

[illegible]
5/12/73

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

July 24, 1973

Mr. L. H. Young
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

Regarding: Foster-Woodstock Couplet - Impact Statement

Dear Mr. Young:

The above-described project application has been reviewed for conformance with the Interim Regional Development Plan and for coordination with plans of appropriate local jurisdictions and agencies.

The Executive Board of the Columbia Region Association of Governments at its meeting of July 20, 1973, endorsed the above impact statement with the understanding that CRAG Staff recommendations, and statements submitted by the City of Portland and Multnomah County relative to this impact statement be included as part of the Executive Board's endorsement.

Very truly yours,

A. McKay Rich,
Acting Executive Director

AMR/mhm
enclosures

cc: Mr. Wayne Oberding

A-95 REVIEW AND COMMENT PROJECT

STAFF REPORT

FOSTER-WOODSTOCK COUPLET-IMPACT STATEMENT
Project Title

APPLICANT AGENCY City of Portland - Oregon State Highway Division

CONTACT PERSON L.H. Young

ADDRESS State Highway Building, Salem. regon

I. PROJECT LOCATION Portland, Oregon Multnomah Coun. Oregon
Address and city/county

II. FEDERAL PROGRAM INFORMATION:

Common Program name N.A.

Federal administration agency N.A.

III. COSTS: Federal N.A.

Local N.A.

Other N.A. (Specify source ______________)

Total N.A.

IV. PROJECT DESCRIPTION: (To be accompanied by a map when needed to show location)

The proposed project will create a one-way couplet using S.E. Foster Rd. and S.E. Woodstock Blvd. from S.E. 89th Ave. to S.E. Henry St. Two new connecting roads will be constructed, one near S.E. 90th and the other near S.E. Henry Foster Road will be widened from Henry Stree to a point near 106th. S.E. 92 will be widened from Foster Road to Woodstock Blvd. Storm sewers will be installed along Foster Road and Woodstock Blvd. There are several environmental considerations, which are: improved mobility, alocation of 7 homes and 3 businesses, land acquisition, traffic and sound levels will decrease along Foster Rd. and increase along Woodstock Blvd., air pollution will reduce in the area, land use along the couplet can be expected to change to commercial or industrial., removal of parking may have an adverseeffect upon the business community, pedestrian safety will increase, construction will create temporary problems, some vegetation and wildlife will be displaced and there will be no removal of historical sites.

V. STAFF REVIEW AND RECOMMENDATIONS:

	Satisfactory	Request Revision	Unknown
1. Compatible with adopted regional goals and policies.	X		
2. Meets priority need in the area.	X		
3. Anticipated return justifies expenditure of time and money.			X
4. Not duplicative of other programs.	X		
5. Compatible with interim development policy.	X		
6. Compatible with local plans.			X

Multnomah County is the only local jurisdiction which has responded to requests for comment. Multnomah County has many serious concerns about the adequacy of the draft. These comments have been forwarded to the City of Portland and the City of Portland has taken them into consideration and has responded as they considered appropriate in a draft, which in turn has been submitted to the Oregon State Highway Division. It is the staff's position that no purpose could be served by elaborating on or expanding on the County's comments.

This one-way couplet is a termination of the existing construction and becomes the logical location for an interchange under either the assumption of completion of I-205 or ceasing any additional construction beyond this location. The use of the rather extensive eastern part of Portland for the inventory of replacement housing appears somewhat inappropriate. The report could be improved if the replacement housing area could be in proximity to the project location.

RECOMMENDATION: That the final draft be modified to take into account that the inventory of replacement housing be in closer proximity to the project location.

8064

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

RECEIVED
JUL 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 24, 1973

Mr. L. H. Young
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

Regarding: Foster-Woodstock Couplet - Impact Statement

Dear Mr. Young:

The above-described project application has been reviewed for conformance with the Interim Regional Development Plan and for coordination with plans of appropriate local jurisdictions and agencies.

The Executive Board of the Columbia Region Association of Governments at its meeting of July 20, 1973, endorsed the above impact statement with the understanding that CRAG Staff recommendations, and statements submitted by the City of Portland and Multnomah County relative to this impact statement be included as part of the Executive Board's endorsement.

Very truly yours,

A. McKay Rich,
Acting Executive Director

AMR/mhm
enclosures

cc: Mr. Wayne Oberding

NOTED
[illegible]
E. S. HUNTER

7-26-73
cc: G. L. Green, FHWA
✓E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
L. W. Rulien
D. R. Adams

RECEIVED
JUL 25 1973
OFFICE ENGINEERING SECTION

NOTED
L. H. YOUNG

A-95 REVIEW AND COMMENT PROJECT

STAFF REPORT

FOSTER-WOODSTOCK COUPLET-IMPACT STATEMENT
Project Title

APPLICANT AGENCY City of Portland - Oregon State Highway Division

CONTACT PERSON L.H. Young

ADDRESS State Highway Building, Salem. regon

I. PROJECT LOCATION Portland, Oregon Multnomah Coun, Oregon
Address and city/county

II. FEDERAL PROGRAM INFORMATION:

Common Program name N.A.

Federal administration agency N.A.

III. COSTS:

Federal N.A.

Local N.A.

Other N.A. (Specify source ______)

Total N.A.

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Multnomah County

Comments on the proposed Foster/Woodstock Couplet

The following comments are concerned with the adequacy and/or accuracy of this Environmental Impact Statement in terms of the following issues: land-use planning, transportation planning, and noise and air quality.

Planning issues

This report several times refers to land-use effects of the proposed project. The most likely effects are increased commercial and perhaps industrial development, and reduced single-family residential uses, given existing zoning. In a project the size of I-205 to which the present project is intimately related, it is critically important to coordinate land-use planning with the transportation planning. The present proposal takes as given land-use planning, elements which are likely to change:

(a) "Trend city" assumptions are no longer valid for regional planning purposes;

(b) City and County zoning and comprehensive planning will likely have to change, as zoning is a mess in this area;

(c) The area is in the Johnson Creek flood plain. There will be flood plain planning for this area in the near future;

(d) The I-205 project is still in "proposed" status and not at all in satisfactory shape from an environmental standpoint: the EIS for I-205 needs substantial revisions;

(e) Transportation planning for the PVMTS area is likely to be substantially revised in local governments, CRAG and the Governor's Task Force.

My point here is that while these likely changes are difficult to put in concrete terms, transportation and land-use planning from now on must anticipate some changes and take account of effects, perhaps using a contingency approach. The present study is based too much on outdated plans and planning processes in this regard.

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Traffic inpact analysis generally is full of unsupported assertions in this statement. Examples:

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tween vehicles and pedestrians, and increase speed and reduce traffic delays." This statement is footnoted with a textbook reference. The statement is true only under certain conditions. It ignores the possible volume - increasing effects of a road improvement. These increased traffic volumes, beyond those generated by the freeway, are almost certain to occur due to the expected land-use changes (noted on p. 11).

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There is no evident concern for impacts on other modes, especially bicycle. Nor is there any concern for pedestrian mobility.

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Neil Goldschmidt Mayor

Hardy Myers Jr. President
Rowland S. Rasé Vice President
Peggy G. Eckton
Marjorie M. Gustafson
Herbert C. Hardy
George C. Sheldon
Ocie W. Trotter
William W. Wessinger

June 22, 1973

City Council
Portland, Oregon

Members of the Council:

The City Planning Commission has considered the proposed Foster-Woodstock Couplet at two public hearings, one of which was held in the Lents district on the evening of June 20, 1973, attended by 97 residents and businessmen.

At the June 20, 1973 meeting the City Planning Commission approved the Foster-Woodstock Couplet plan as presented by the City Engineer's Office to the official design hearing June 15, 1973 with these exceptions and additions:

1. That sidewalks on Foster be widened to 8 feet.
2. That sidewalks on 92nd Avenue between Foster and Woodstock be reduced to 8 feet in width.
3. That there will be curb parking on both sides of each street during non-peak hours and on one side of each street during peak hours.
4. That the State and Federal Highway authorities allow the use of the land under I-205 Freeway between Foster and Woodstock at the freeway ramps for off-street parking as is being requested by the Lents Businessmen's Association and further that the State and Federal authorities would assist financially in paving, landscaping and otherwise improving this area so it can be used for off-street parking.
5. That the City Council require that the power, telephone and any other overhead lines be placed underground along Foster, Woodstock and 92nd Avenues at the time of constructing the Foster-Woodstock Couplet.

6. That the acquisition of property for this improvement and the disposal of any unused land be done in such a manner that no lots will become substandard, and therefore unavailable for building, in accordance with the density regulations of the Zoning Code. This may mean the initial acquisition of more land than is actually needed for right-of-way in order to reassemble into standard parcels. Also, it may mean vacating some streets and leaving some land in City-owned open space as is illustrated by the accompanying Replatting and Rezoning Plan.

At the June 20 meeting the Planning Commission also initiated the proceedings for placing the S Signboard Control zone along Foster and Woodstock from 82nd Avenue to the eastern city limits and also along I-205 Freeway for its entire route through the City.

The City Planning Commission requests that this letter be made a part of the record of the official design hearing held June 15, 1973.

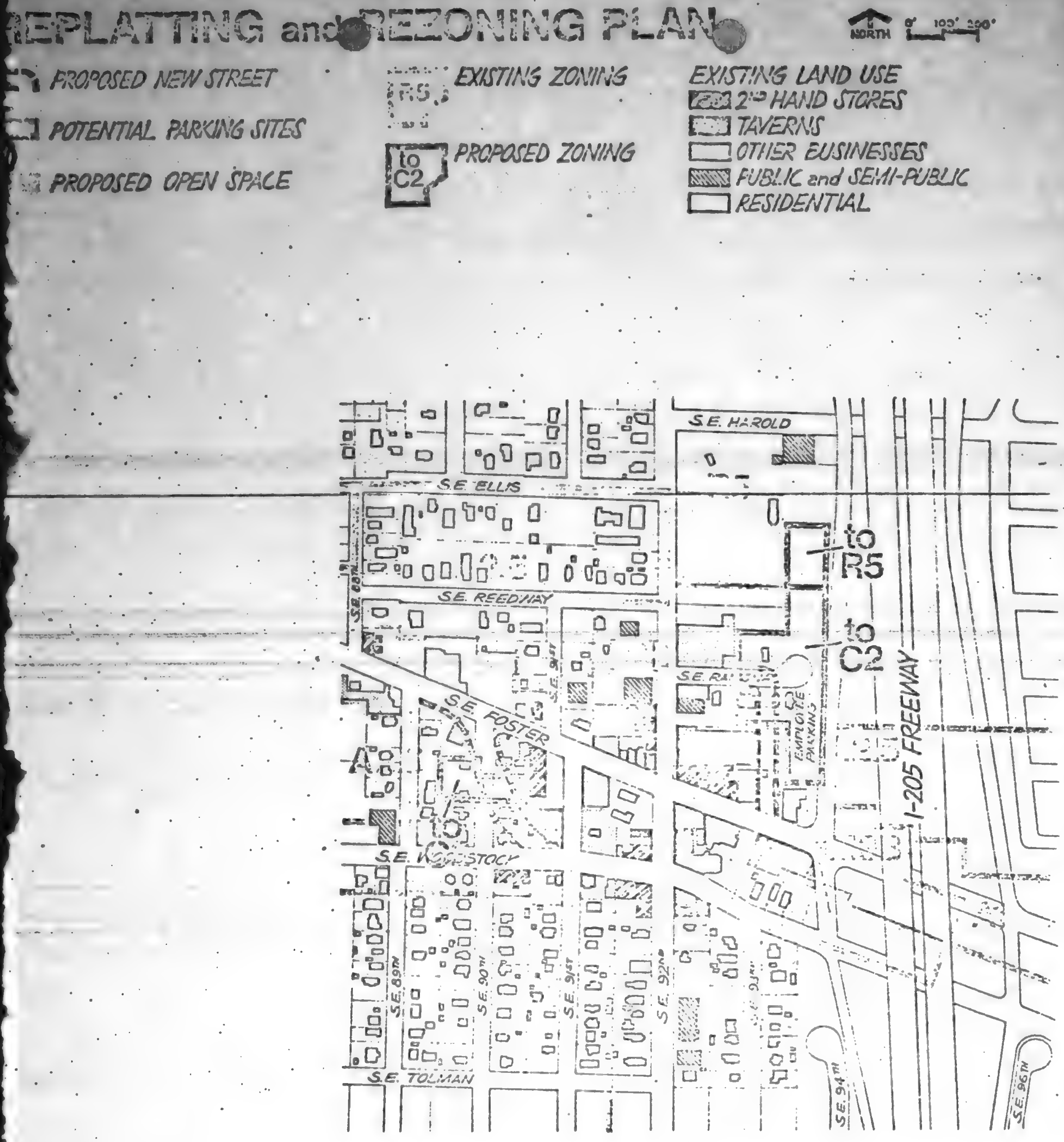
The above actions of the Planning Commission are also being transmitted to the City Engineer's Office.

Very truly yours,

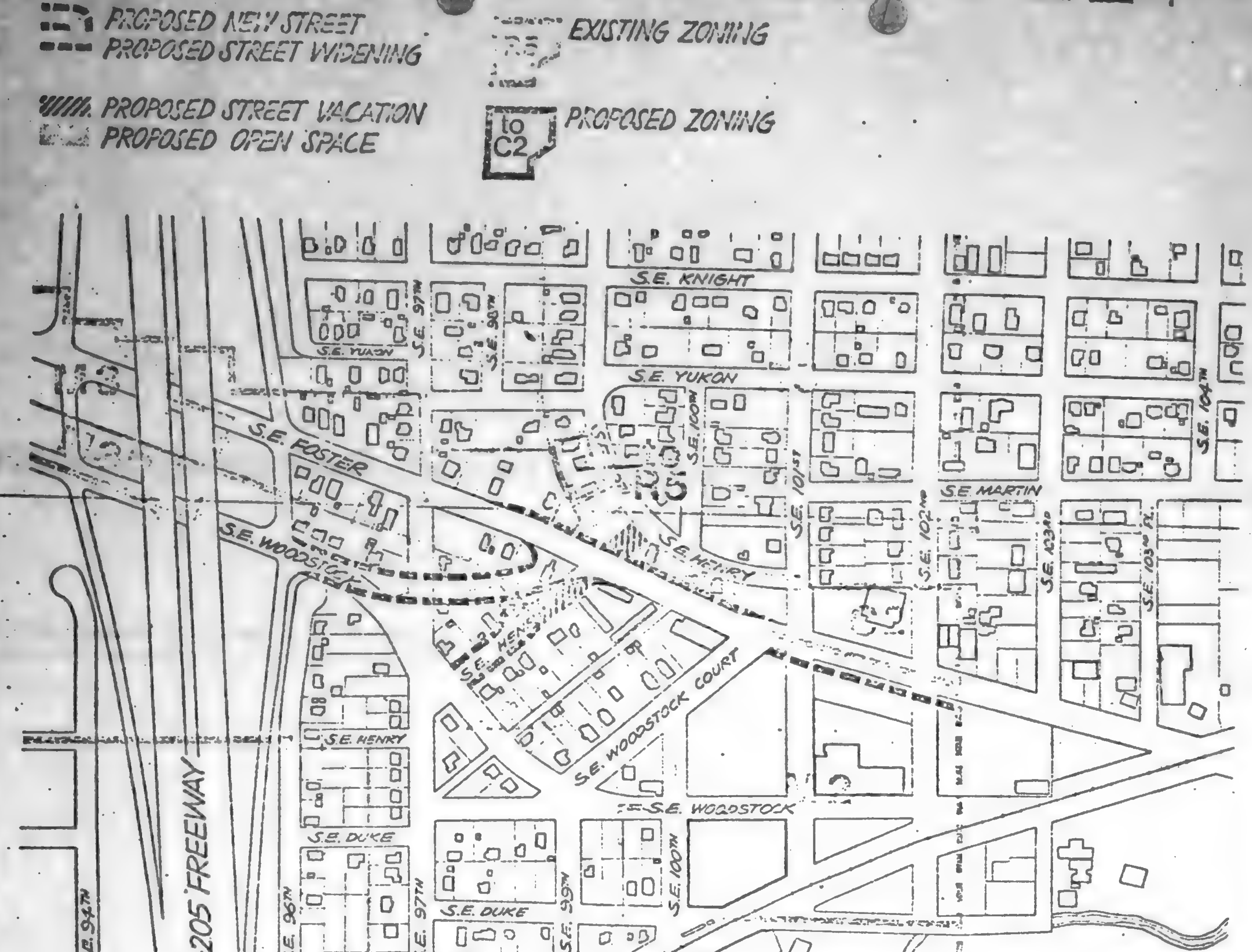
Dale D. Cannady
Acting Planning Director

DDC/sg
Job No. 7304
City Engineer's Job No. 12161

REPLATTING and REZONING PLAN


NORTH
0' 100' 200'
PROPOSED NEW STREET
POTENTIAL PARKING SITES
PROPOSED OPEN SPACE
EXISTING ZONING
R5
to C2
PROPOSED ZONING
EXISTING LAND USE
2ND HAND STORES
TAVERNS
OTHER BUSINESSES
PUBLIC and SEMI-PUBLIC
RESIDENTIAL
S.E. HAROLD
S.E. ELLIS
to R5
S.E. REEDWAY
to C2
S.E. 88TH
S.E. 91ST
S.E. FOSTER
S.E. RAMONA
EMPLOYEE PARKING
R5
I-205 FREEWAY
A
to C2
S.E. WOODSTOCK
S.E. 89TH
S.E. 90TH
S.E. 91ST
S.E. 92ND
S.E. 93RD
S.E. TOLMAN
S.E. 94TH
S.E. 96TH

REPLATTING and REZONING PLAN


NORTH
0 100' 200'
PROPOSED NEW STREET
PROPOSED STREET WIDENING
PROPOSED STREET VACATION
PROPOSED OPEN SPACE
R5
EXISTING ZONING
to C2
PROPOSED ZONING
S.E. KNIGHT
S.E. YUKON
S.E. 97TH
S.E. 98TH
S.E. 100TH
S.E. 101ST
S.E. 102ND
S.E. 103RD
S.E. 104TH
S.E. 105TH PL.
S.E. MARTIN
S.E. FOSTER
S.E. WOODSTOCK
S.E. HENRY
S.E. WOODSTOCK COURT
R5
S.E. WOODSTOCK
S.E. DUKE
S.E. 96TH
S.E. 99TH
S.E. 94TH
I-205 FREEWAY
S.E. CLAYBOURNE
O.W.P. RY.
MILL POND
MILL POND
S.E. GLENWOOD
S.E. COOPER
M2
S.E. 101ST

Form X-3C—3M—1-67

FAU

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S.E. 89th Ave - S.E. 106th Ave (Portland)
Date July 13, 1973

Highway S.E. Foster Rd. - Woodstock Blvd. Couplet (FAUS 1073)
Authorization No. 2

County Multnomah
Survey Prefix 326-1984 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is S.E. 89th Avenue. The easterly terminus is at S.E. 106th Avenue. Length: 0.7 miles (This excludes 0.17 mile section being constructed on I-205 Project.)

Note: See attached sheet for typical section.

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SEP 12 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Purpose of survey: For City of Portland to perform all preliminary engineering and prepare plans, specifications, special provisions, and estimates of costs for construction to convert Foster Road and Woodstock Blvd. from two-way to a one-way couplet in the vicinity of I-205. City to furnish environmental impact statement and conduct public hearings. State to acquire all necessary right-of-way and advertise project for bids, and award contract.

Estimate of cost:

FIELD (901)	43,000
PLANS (905)	500
R/W (909)	1,000
LIAISON (913)	1,000
Hearing (980)	500

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$46,000
Previous authorization ?	12,500
Additional authorization requested	33,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Note

Requests made by: James N. Stuart
for, George F. Bresnan
Metropolitan Locating Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval: Victor D. Wolfe
Location ~~Construction~~ Engineer

Approved: L. H. Young for E. S. Hunter
Ass't State Highway Engineer

State Printing 241

8064

STATE COPY

cc: Region (10-08.3)
OSHD (Gary Potter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-73

INSPECTION REPORT

LOCATION

REGION NO. 10	REPORT ON Foster-Woodstock EIS	DIVISION Oregon
DATE OF INSPECTION 7-11-73	INSPECTION MADE BY C. T. Christiansen, Area Engineer	PROJECT NO. M-1073(1)

IN COMPANY WITH
Gary Potter, Environmental Section, OSHD.

REMARKS

S. E. 89th AVE.-S. E. 106th AVE. SECTION
FOSTER-WOODSTOCK COUPLET
MULTNOMAH COUNTY
Draft Environmental Impact Statement

The purpose of this meeting was to convey to Mr. Potter the comments received following the Regional office committee review of the draft environmental impact statement. Our Regional office projected two statements for consideration in the final EIS. The first of these deals with air quality and suggested reference be made to current transportation controls strategy being developed for the Metropolitan area by Oregon DEQ and the EPA. Considering activities of those agencies in the last couple of days, it is questionable whether a control strategy exists at this time and if so, what the details are. It was suggested that some wording be included to show that efforts are underway by appropriate agencies to provide for some clean air strategy in conformance with the Clean Air Act of 1970.

The second item deals with relocation assistance and the type of survey and housing data provided in the EIS. The Regional office felt that the broad general data covering the entire Portland area was too broad to apply to this project; however, they suggested using the immediate vicinity of the project which in this instance would be far too restrictive. On a project of this scale the immediate vicinity could be one or two blocks from the project and would establish restrictive controls that may be applied to other projects. Mr. Potter was asked to revise the wording and concentrate the data on the east side of southeast section of Portland by stating that efforts would be made to relocate people in the east of southeast if they desired such relocation.

Mr. Potter felt that the comments were worthy of incorporation to whatever degree possible in the final EIS.

NOTED
R. L. SCHROEDER

NOTED
A. E. JOHNSON

RECEIVED
JUL 31 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 30 73
REFER TO
[illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

a&J

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 O-387-284

MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3304

MEL GORDON
COMMISSIONER

FAU Portland

File Copy

July 5, 1973

Mr. Wayne Oberding
Project Manager
City of Portland
Office of City Engineer
1220 S. W. Fifth Avenue
Portland, Oregon 97204

RE: Foster-Woodstock Couplet

Dear Mr. Oberding:

Enclosed please find the Multnomah County Board of Commissioners' comments on the draft Environmental Impact Statement for this project.

As Multnomah County is a participant in this project, the Board is most interested in following it closely. I would appreciate it if you would keep Dave Hupp of the Planning & Evaluation Unit closely informed about the major elements of the project work program. In addition, please notify him immediately of any forthcoming demand for the funds Multnomah County has allocated to the project.

Sincerely yours,

Mel Gordon
Commissioner

enclosure

cc: Dave Hupp
Loren Kramer

RECEIVED
COUNTY & CITY SECTION
JUL 11 1973
☑ ENGR. ☐ COOR. ☑ [illegible] ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

NOTED
S. J. COUPER

MG:nwg

Multnomah County

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project. This was not done in the EIS. Second, implications of not achieving this lower emission level should be worked out.

p. 11: The paragraph relating emissions to speed & operating mode is true only for hydrocarbons and carbon monoxide. It is not true for nitrogen oxide and lead.

There are no comments on lead, yet EPA standards do exist, and DEQ standards are likely to be developed before this project is finished.

There is no reference in this air section to ambient air quality.

Finally, the entire section and, particularly, the last paragraph approaches air quality from the standpoint of the individual vehicle. This perspective is very limited, and in fact air quality control agencies use a facility (i.e. roadway) perspective, which brings in the traffic volume as a variable. Traffic volumes are given no satisfactory treatment here. The last paragraph "... a one-way couplet will produce less traffic congestion, thus steadier and higher operating speeds, which will result in reduced air pollution for the area" is true only for constant traffic volume. Yet, as suggested several times in this EIS, particularly in the first sentence in the following section "Land Use and Zoning,"the I-205 interchange and the present project will likely stimulate development, which will generate traffic volumes.

In any event, the air quality section is generally unsupported and should be redone.

Other comments:

The subject of adverse impacts and methods of minimizing unavoidable adverse impacts is inadequately discussed. The narrow focus is on displacement and relocation of homes and businesses. It is not mentioned that business relocation and compensation is woefully inadequate. More seriously, there are broader land-use and environmental impacts mentioned in these comments, which are ignored in the sections on adverse impacts. Finally, I would add that continued emphasis on accomodating automobile traffic is itself an adverse long term impact, demonstrable by virtue of accomodating projected traffic volumes by expanding the road system to control congestion. There are alternatives to controlling congestion which do not consist of laying so much concrete. In addition, the traffic-generating effects of "accomodating projected volumes" are becoming more and more well-known, and in this process we are on an adverse impact "treadmill".

8064

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
, Salem, Oregon

DATE June 26, 1973

TO Mr. Robert N. Bothman, Metropolitan Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM Mr. J. H. Versteeg, Road Design Engineer

SUBJECT S. E. Foster Rd.-S.E. Causey Ave. Section
East Portland Freeway
(I-205)

In reviewing the S. E. Foster Road-S. E. Causey Avenue Section (Paving, Signing and Illumination) scheduled October, 1973, and the future S. E. 89th Ave.-S. E. 106th Avenue Section (Foster-Woodstock Couplet) scheduled the first quarter of 1974, we have found that the traffic movements on and off of I-205 freeway could better be served if the "W-OFF" and the "W-ON" ramps were widened to provide for a full two lanes from the gore locations down to where they connect to Woodstock Blvd.

In order to accomplish this on the ON and OFF ramps would require minor adjustments in grades, earthwork and drainage.

Enclosed please find plans, profiles, cross sections and typical sections showing these revisions.

Please review and take appropriate action to include these revisions on the S. E. Foster Road-S. E. Causey Avenue Section (Grading) now under contract.

NOTED
E. S. HUNTER

WEC:jg
cc: E. S. Hunter
C. T. Keasey

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8064

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

June 20, 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Foster/Woodstock Couplet S.E. 895th-S.E. 106th Ave.
Sec.
PNRS #7305 4 190

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

None of the responding agencies has proposed any significant changes and have approved your draft as submitted.

The Traffic Safety Commission made the following comment:

> "An important environmental impact is increased safety due to street improvements."

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

6-25-73
cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
L. W. Rulien
D. R. Adams

KRC:ai

NOTED
R. L. SCHROEDER

NOTED
R. D. ASBURRY

RECEIVED
JUN 25 1973
Office of
Assistant State Highway Engineer

RECEIVED
JUN 22 1973
OFFICE ENGINEERING SECTION

BEN GIFFORD
6/26/73

8064

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S.E. Foster Rd.-S.E. Woodstock Blvd. Couplet
Highway: City of Portland (FAUS 1073)
County: Multnomah
Prefix: 326-1984

Res. Engr.
Approx. Length 0.85± mile
Sta. S.E. 89th ~~Av~~ **to Sta.** S.E. 106th Ave.
Date 6-19-73

Mean Truck A.D.T. 512
Traffic Coefficient 9.7
18 kip s. a. per day 243.2

Annual Precipitation 40"±
Frost Penetration - - - -
CBE Total Requirement 31.5"

(1)

Typical Soil

29	LL
6	PI
100	%P 10
79	%P 200
0	% Gravel
1	% C Sand
20	% F Sand
62	% Silt
17	% Clay
9	R Value
A-4	AASHO Classif.

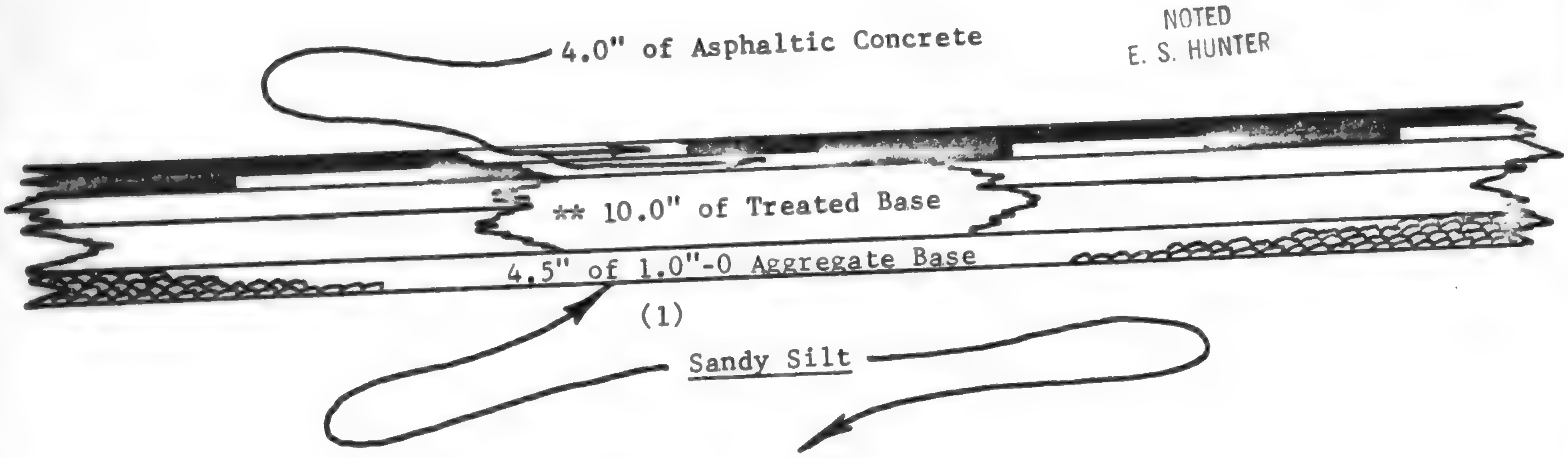
Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
8.0"	4.0"	A.C.
18.0"	10.0"	T.B.
4.5"	4.5"	A.B.
30.5" *	18.5"	

STRUCTURAL SECTION

NOTED
E. S. HUNTER



* See remarks on Page 2.

** Treated Base to be applied in two lifts of 6.0" and 4.0".

Submitted by ______ Base Design Engineer

Recommended by ______ Engineer of Materials and Research

Recommended by ______ Location Engineer

Approved by ______ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

RECEIVED
JUL 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: S.E. Foster Rd. - S.E. Woodstock Blvd. Couplet

HIGHWAY: City of Portland (FAUS 1073)

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Treated *Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	4.0"	6.0"	8.5"	27.5"	18.5"
7.0 - 8.0	4.0"	6.0"	5.0"	24.0"	15.0"
6.0 - 7.0	3.5"	4.0"	7.0"	21.0"	14.5"
4.8 - 6.0	2.0"	4.0"	6.5"	17.5"	12.5"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

*Remarks:

The structural section on Page 1 matches what was planned for these streets on the East Portland Freeway project, "S. E. Foster Rd. - S. E. Causey Ave.", for a traffic coefficient between 9.0 and 10.0.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S.E. Foster Rd. - S.E. Woodstock Blvd. Couplet

HIGHWAY: City of Portland (FAUS 1073)

COUNTY: Multnomah

7100 Present ADT (19 73)

4.4 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	194	2.28	442	318	900	286,200
3	50	2.28	114	82	2000	164,000
4	13	2.28	30	22	2500	55,000
5	55	2.28	125	90	6360	572,400
6	0	----	---	--	5140	- - - -
				512	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,077,600

TWENTY YEAR EWL 21,552,000

TRAFFIC COEFFICIENT 9.7

SECTION: S.E. Foster Rd. - S.E. Woodstock Blvd. Couplet

HIGHWAY: City of Portland (FAUS 1073)

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made, see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A.C., or P.C.C.
7. Stage Construction: Not a part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County and City prefer A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

The major portion of the project will involve providing connections between Foster Rd. and Woodstock Blvd. near S. E. 90th Ave. and S. E. Henry St., and widening Foster Rd. from S. E. Henry to S. E. 106th Ave. A.C. is better for this type of work.

FOSTER/WOODSTOCK COUPLET

S.E. 89TH AVENUE TO S.E. 106TH AVENUE

ANALYSIS OF TESTIMONY FROM JUNE 15, 1973

CORRIDOR-DESIGN HEARING

The City of Portland held a corridor-design hearing for the Foster/Woodstock Couplet project on Friday, June 15, 1973. The hearing was held in the City's Council Chambers, and began at 7:00 P.M. The City was represented by William Lind of the Commissioner of Public Works Office, Lloyd Keefe of the Planning Commission, Wayne Oberding and Howard Laughery of the City Engineer's Office. Louis Grothaus, Right-of-Way Supervisor, represented the Oregon State Highway Division.

The project proposal presented included a narrowing of the one-way section of Foster Road from its present 50 foot width to a width of 40 feet. Ten foot sidewalks were also proposed. It was proposed to retain the existing 40 foot roadway for Woodstock Blvd. Some on-street parking was to be retained during off-peak hours on both Foster Road and Woodstock Boulevard.

The majority of the people giving testimony were businessmen from the Lents area that were concerned over the loss of on-street parking. Most of the businessmen felt that the loss of parking would put them out of business. Two businessmen's groups, Foster Boosters and Lents Businessmen's Association, made similar presentations which recommended that:

A. The one-way portion of Foster Road and Woodstock Blvd. remain as they now exist.

B. Any curb parking removed should be replaced with federally funded off-street parking lots.

C. No curb parking should be removed from the one-way portion of Foster Road.

D. Parking should remain on one side of Woodstock Blvd.

E. Parking should remain on the east side of 92nd Avenue between Foster Road and Woodstock Blvd.

F. The block bounded by Foster Road, Woodstock Blvd., 90th Avenue and 91st Avenue be purchased by the City for use as public parking.

G. Property under the I-205 structure between Foster Road and Woodstock Blvd. should be used for public parking.

H. Utility lines should be placed underground along Foster Road, Woodstock Blvd. and 92nd Avenue.

I. Acquisition of property and disposal of unused land should be done in such a manner that lots will not become substandard.

J. Fragmental left-over land areas should be developed and made available for possible future parking sites.

Southeast Uplift submitted testimony which recommended removal of all on-street parking along Foster Road and Woodstock Blvd., and that federally funded off-street parking lots be developed.

Several people stated that the City's methods of informing citizens about the project were not adequate. Various methods for informing the citizens were used throughout the series of meetings held for this project. These included posters in the neighborhood, newspaper and television coverage, and direct mailing. A direct mailing was made to all residents near the proposed project site prior to the corridor-design hearing. This appears to have been the best method for getting information to the public.

On June 20, 1973, the Portland Planning Commission held a public hearing for the Foster/Woodstock Couplet. At this hearing the City Staff and the Lents area businessmen came to a mutual agreement to widen sidewalks along the one-way portion of Foster Road to 8 feet which would allow a 44-foot roadway. This would allow full time parking along one side of Foster Road, with additional off-peak parking on the other side of Foster Road. It was agreed to request the State to allow the use of land under I-205 between Foster Road and Woodstock Blvd. for parking. The City Staff also agreed to make available any fragmental plots of land remaining after construction to be used for off-street parking. These agreements were in response to the major objections of the Lents area businessmen, and should solve the parking problem. The Planning Commission made recommendations to be included in the June 15, 1973 hearing transcript which reflects the above agreement in addition to the following:

A. That sidewalks along 92nd Avenue between Foster Road and Woodstock Blvd. be narrowed to 8 feet.

B. That the City Council require utility lines to be placed underground along Foster Road, Woodstock Blvd. and 92nd Avenue at the time of constructing the Foster/Woodstock Couplet.

C. That the acquisition of property and disposal of unused land be done so that no substandard-sized lots will remain.

The Planning Commission also initiated proceedings for placing the "S" signboard control zone along Foster Road and Woodstock Blvd. from 82nd Avenue to the eastern City limit.

CORRIDOR-DESIGN PUBLIC HEARING

June 15, 1973
City Council Chambers
City Hall
Portland, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Re: S.E. 89th Avenue - S.E. 106th Avenue
Foster Rd./Woodstock Blvd. Couplet
Federal Aid Urban Route No. 1073
City of Portland, Multnomah County, Oregon

MR. BILL LIND: Ladies and Gentlemen, it is 7:00 o'clock, June 15, 1973 and this is the time that has been set aside for the Urban System Corridor Design at 92nd and Foster-Woodstock Public Hearings. I am Bill Lind and I am the Hearing Officer here tonight on behalf of the City of Portland, Multnomah County. Assisting me will be Lou Grothaus, Oregon State Highway Department, Right-of-Way Supervisor. Grothaus is over here. Wayne Oberding, who is the Manager and Project Engineer is right in front of me. Assisting Wayne will be Howard Laughery. He is the project design engineer. He'll be using the pointer so you can see what Mr. Oberding talks about and describe the purpose of the project and the other factors involved.

This formal Corridor-Design Hearing covers the S.E. 89th to S.E. 106th Avenue Section of S.E. Foster Road and the S.E. Woodstock Blvd., designated as Federal Aid Urban Route No. 1073. It is located partially within the City limits of Portland and extends approximately three blocks into Multnomah County. It is proposed that this project be financed with Federal, State, County and City Funds under the Federal Aid Urban System program popularly known as the FAU.

The Federal Government pays approximately 60% of the project costs with the remaining 40% being shared equally by the State and the local governmental agencies, in this case the City of Portland and Multnomah County. Requests for Federal Aid Urban projects are channeled through the State Highway Division to the Federal Highway Administration. The Federal Highway Administration must approve each of the various stages of a project before the project can proceed to the next stage.

There are a number of Federal laws, rules and regulations which govern the development of Federal Aid Highway projects. This hearing is being held in compliance with those laws, rules and regulations.

Now, at this time, I am required to read into the record excerpts from the U.S. Department of Transportation Policy and Procedure Memorandum No. 20.8:

" 1. Purpose (that was issued and revised January 14, 1969).
a. The purpose of this policy procedure memorandum is to insure to the maximum extent practical that highway locations and designs reflect and are consistent with Federal, State and Local Goals and Objectives. The Rules, Policies and

> Procedures established with this Policy Procedure Memorandum are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion from you and are designed to encourage early and amicable resolution of controversial issues that may arise."

This hearing has been advertised in the Legal Notice Section of the newspapers and the of the entire area here in conformance with State Statutes and Federal Regulations. Numerous meetings have been held with interested groups within the last few weeks and I understand that we have had as many as nine meetings altogether. An informal informational meeting was offered in Room 321 of this building, City Hall, at 1:00 P.M. today. For the benefit of those present who were not able to attend any of the previous meetings or the informal session today, who may have additional questions before the completion of the City's explanation of its proposal for the design of this project, there are Engineering, Planning and Right-of-Way people present in Room 321 available for further clarification. So, any of you who wish to ask some pertinent questions regarding what's happening to your property, something concerning the design or the traffic, or even the zoning portions of it, up in Room 321 of the Third Floor, we have expert people up there;you could go up to at this moment before you make your statement and ask those questions. Then after you get the information you want you can come back down here and we'll take your statement. Now -- so, please feel free to leave right now and go up there and get the information and we'll see that you still can say something.

In addition to any statements expressed here tonight you will have ten days from tonight in which to submit written statements concerning this proposal. This can be done by addressing a letter or postcard to the City of Portland, City Hall, Portland, Oregon 97204. That is our postal zone -- attention Foster-Woodstock Project Manager. These communications will be made part of the transcript of the hearing just as though you were standing up and speaking them tonight directly into the microphone.

The transcript of this hearing will be sent to the State Highway Division and the Federal Highway Administration for review. It will be studied and will aid in the evaluing of the social, economic and environmental effects the proposal will have on the community. So the statements that you are going to make this evening are definitely going to have their effect and this is your opportunity to have your say in relation to the project itself. Now if you wish to make an oral statement tonight we'd like you to fill out one of these cards the gentleman at the door has. If you don't already have one, why, you can go back and he certainly will give you one. Someone will come around and pick these up and they'll bring them to me and then I shall call on you as they are handed to me. If you prefer to make a written statement on the back of the card, you do that; if you feel that you don't want to say something in the microphone, why, you can write something on the back of the card and that will be the same as though you had spoken orally into the microphone.

Now, the meeting tonight will be conducted in the following manner:

First, we will have an explanation of the purpose of the project and an engineering description of the proposal from Mr. Wayne Oberding, assisted by Mr. Laughery. Then, we will call on those of you present who wish to make an oral statement and by that time I will have all of these cards here and we will call on you just as I receive them.

Mr. Wayne Oberding will now explain the purpose of the project and describe the proposal. Mr. Oberding.

MR. WAYNE OBERDING: Thank you Mr. Lind. Good evening, Ladies and Gentlemen. The Foster/Woodstock Couplet is an out-growth of studies conduced by the City Planning Commission dating back in the 1950s. To avoid the left turn movements on S.E. 92nd Avenue into the Lents Business District and to enhance the redevelopment of the southeast corner of the City, the proposal is to connect S.E. Woodstock Blvd. to S.E. Foster Road by diagonal across the block in the vicinity of S.E. 98th Avenue and was first made on a comprehensive plan adopted by the Planning Commission in 1954. The development of the I-205 Freeway, with its accompanying interchange, to serve the southeast corner of the City, emphasized more dramatically the need for a facility adequate to carry the increasing traffic demands in the S.E. 92nd and Foster area as well as to handle the additional traffic through the Lents area generated through the use of the Freeway accesses. Other alternatives were studied to solve the existing and anticipated problems of the area; for instance, S.E. Woodstock Blvd. was considered for a one-way operation east-bound to extend westerly to S.E. 82nd Avenue but because of the length of separation adding to 82nd Avenue between S.E. Foster Road and Woodstock and, of course, the added congestion that would be impressed upon 82nd Avenue, this was not considered a feasible alternative. S.E. Foster Road, on the other hand, was so considered for 4 lanes-2-way operation; however, this alternative would not have had not only an insufficient capacity for the traffic movement but also would result in a higher air and noise pollution within the community. Hence, in order to lessen the impact on the Lents area and to provide adequate egress and ingress to the Freeway, in 1967 the City made an agreement with the Oregon State Highway Division to construct a one-way pair through the Lents Business District utilizing S.E. Foster Road and S.E. Woodstock Blvd. The City Engineer began preparing plans and purchasing the necessary right-of-way to develop the project at the City's expense. In 1971, Congress passed the Federal Aid Urban Act which made available Federal funds to help cities finance these types of projects. Hence, we have now a Federal Aid Urban Project in lieu of a purely City project.

In order that you may follow the description of the project, it should be explained that the red lines on the Hearing Map to my left indicate new construction, this where we will construct a new facility. The red and yellow dash lines indicate partial reconstruction, that is, we will either partially replace the pavement that's there or we will remove the pavement and retain the curbs that are there, or the sidewalks. The solid yellow indicates that the existing pavement or sidewalks will remain as they are. The grey area indicates the area within the Interstate 205 Freeway construction which will be done by the State Highway Division. The Foster/Woodstock Project is proposed at this time to provide for the construction of a one-way couplet utilizing S.E. Foster for a one-way west bound traffic and S.E. Woodstock Blvd. for one-way east bound traffic. The westerly terminus of the project is S.E. 89th Avenue at which point Foster Road will be widened on a tapered section on the south side of the road as far as S.E. 90th Avenue to provide for two lanes for east bound traffic. At S.E. 90th Avenue east bound traffic will follow a newly constructed roadway built diagonally across the block between S.E. 90th Avenue and S.E. 91st Avenue and to connect the existing Woodstock Blvd. S.E. Woodstock Blvd. will be reconstructed within the existing curb lines to S.E. 93rd Avenue at which point the State will widen the existing roadway through the Freeway area to allow additional lanes for ramp terminals. Continuing easterly at approximately 96th Avenue a new street will be constructed to intersect with S.E. Foster Road at approximately 99th Avenue to provide for three traffic lanes. At this point, Foster Road will be widened to allow for two east bound lanes, two west bound lanes and a left turn median strip, to approximately 106th Avenue or to meet the existing County built section. S.E. Foster Road will be reconstructed from S.E. 99th Avenue to S.E. 89th Avenue to allow for three traffic lanes in a ten-foot pedestrian way on either side, except in the area between 93rd and 97th Avenues where the State will construct an additional lane for freeway access ramps. S.E. 92nd Avenue between S.E. Foster and Woodstock will also be reconstructed as part of this project to a 44-foot roadway to allow for two traffic lanes and a turning lane at Foster and Woodstock intersection. Now, curb parking through this area between Foster and Woodstock will be removed. It is proposed in the beginning to allow curb parking on each side of the one-way streets during off-peak traffic hours. However, it is anticipated that in time traffic volumes will increase to a point that will necessitate the removal of all parking. It is also anticipated that all curb parking on Foster Road between 82nd Avenue and 89th Avenue will eventually be removed. The tentative schedule for the right-of-way acquisition of this project is scheduled for about November of this year, 1973, with right-of-way clearance and relocation completed by May 1st of 1974. The construction schedule for this project anticipates the contract be awarded prior to July 1st of 1974 with a proposed construction period of 6 months, or a completed project within the early part of 1975.

At this point, I would like to introduce Mr. Grothaus o f the Oregon State Highway Division, District Right-of-Way Supervisor, who will give you a brief explanation of the right-of-way program and the relocation program for this project. The right-of-way and relocation on this project will be accomplished by the Oregon State Highway Division. Mr. Grothaus.

MR. GROTHAUS: Mr. Oberding, Ladies and Gentlemen, the hearing being held today is to afford interested people the opportunity to express their views regarding the S.E. Foster Road S.E. Woodstock Blvd. Couplet. A one-way traffic pattern to be developed for S.E. Foster Road and S.E. Woodstock Blvd. between S.E. 89th and S.E. 106th Avenue in the southeast Portland area.

An explanation of the right-of-way acquisition process is contained in a leaflet "Acquiring Land for Highways." This leaflet covers the matters of the public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property and explanation of eminent domain procedures and the addresses of the various right-of-way district offices in the State. This leaflet is available at the meeting today and I urge you to take one with you, that's this yellow leaflet and it is available in the back of the room.

"ACQUIRING LAND FOR HIGHWAYS A description of the Highway Division's land acquisition program.

The continuing and increasing demand for expanded highway facilities in Oregon imposes upon the Highway Division the difficult task of acquiring land to meet this need. It is the aim and desire of the Division to obtain these necessary rights of way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Highway Division thus has a dual responsibility -- recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a 'Corridor Hearing'. During the course of the hearing, testimony from interested persons is recorded for study by Highway Division personnel and the Highway Commission.

Upon selection of a corridor location by the Highway Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a 'Design Hearing'. During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of 'Design Hearings' provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as is the case of an improvement project on an existing highway, a single 'Combination Corridor - Design Hearing' may be held.

After all data and testimony has been studied, a final design is adopted by the Highway Commission and the acquisition of necessary right-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the State Highway Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in 'horse trading'; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller, with neither party having any obligation to either buy or sell. This is known as the 'willing buyer-willing seller' concept and is the basis for 'market value'.

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the 'before-and-after' method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually taken or used by the State Highway Division.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property. However, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the State Highway Commission. After approval, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

Ordinarily, State's possession of property will not be required until 30 days after payment is tendered unless the owner has voluntarily agreed to earlier possession. In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the propery owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations are commenced with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Highway Division to acquire the property. Both tenant and owner will be advised in writing that it will not be necessary to give up possession of the property as far as the Highway Division is concerned during the ensuing 90-day period. The notice in writing will further state that possession may be required by the State at any time after the 90-say period; however, the actual date for vacating the property will be stated in a second written notice at the time final payment for the property is made. This second notice, which may be included in the transmittal of final payment, will be sent 30 or more days prior to the actual vacation date.

The Division is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the District Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Highway Division, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Division is ready and willing to reconsider its position in light of any new evidence of vlaue presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the State Highway Division maintains fully-staffed District Right of Way Offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No. 229-6995

9200 McLoughlin Blvd.
Portland 97202
Telephone No. 654-7741, Ext. 282

2960 State Street
Salem 97310
Telephone No. 378-2641

1523 S.E. Cobb Street
Roseburg 97470
Telephone No. 672-6541, Ext. 226

North The Dalles-Calfiornia Hwy.
Bend 97701
Telephone 382-1911, Ext. 38

2111 Adams Street
LaGrande 97850
Telephone No. 963-3177

Persons having questions concerning right-of-way matters are encouraged to contact the nearest District Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the State Highway Commission.

2. Can the Right of Way Agent make a normal offer for the property?
   No, he cannot. Only the Highway Commission has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?
   No, if the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What course does the property owner have if negotiations fail?
   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title:
   The Salem Right of Way Office of the State Highway Division prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.
   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?
   The option remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?
Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the District Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?
The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not sound economically. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity for, the location, width of right-of way, access control, and schedule of construction for new State highways?

The State Highway Commission, upon recommendation of the State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?
Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.
A staff appraisal is one which is prepared by an employee of the Highway Division who is qualified by education, training, and experience to make property appraisals.

A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?
The Division will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State. E-773. Rev. 10-1-71."

MR. GROTHAUS: Another leaflet, "Moving Because of the Highway" is also available today and I urge you also to take a copy of this leaflet with you. That's this blue one.

MOVING BECAUSE OF THE HIGHWAY?

A description of the Highway Division's relocation assistance program.

State Highway Division policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, becasue of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the State Highway Division property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits to which relocatees are entitled. The right-of-way agent assigned to purchase a property will have detailed information for displaced persons.

RELOCATION SERVICES

For the service and convenience of those affected by highway activities, the State Highway Division maintains fully-staffed district right-of-way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone 229-6995

9200 McLoughlin Blvd.
Portland 97202
Telephone No. 655-7741, Ext. 282

2960 State Street
Salem 97310
Telephone No. 378-2641

1523 SE Cobb Street
Roseburg 97470
Telephone No. 672-6541, Ext. 226

North The Dalles-California Hwy.
Bend 97701
Telephone No. 382-1911, Ext. 38

2111 Adams Street
LaGrande 97850
Telephone No. 963-3177

Displaced persons should personally visit or telephone the nearest office when help in relocation is needed. The offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right-of-way agent is available to aid displaced persons to the fullest extent.

The Highway Division has no interest in the replacement dwelling and will not act as a broker in any transaction. The actual purchase or rental of a replacement dwelling is a transaction between the displaced person and the owner or broker of the property. Right-of-way agents do not expect and will not accept any fee for any service rendered.

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property up to a distance of 50 miles.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where is is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
(Relocatee owns furniture)

$ 60 (1 rm)	$140 (3 rm)	$220 (5 rm)
$100 (2 rm)	$180 (4 rm)	$260 (6 rm)

Seven or more rooms - $300

Furnished
(Relocatee does not own furniture)

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE
(Based upon total Floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. - 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations, and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed 50 miles. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation, or nonprofit organisation may be paid an amount to be negotiated between the State Highway Division and the displaced business, farm operation, or nonprofit organization. This payment cannot exceed the lower of two firm bids secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the 'in lieu' payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed six months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for not less than 180 days immediately prior to the initiation of negotiation of such property may be eligible for additional payments, the combined total of which may not exceed $15,000. This payment is the amount necessary to purchase replacement housing, to compensate the owner for increased interest costs he is requried to pay for financing the replacement dwelling where a valid mortgage has been in effect 180 days or more prior to initiation of negotiations for the parcel, and to reimburse the owner for the actual closing costs incidental to the purchase of replacement housing. Necessary deposits for taxes and insurance are not considered as closing costs.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe, and sanitary dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less.

In those cases where an owner-occupant chooses to rent instead of own a replacement dwelling, he may, under certain conditions become eligible for a lesser payment which may not exceed $4,000.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for more than 90 days but less than 180 days or a tenant-occupant of more than 90 days immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered closing costs. In those cases where an owner-occupant of less than 180 days and more than 90 days or the renter-occupant of more than 90 days chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe, and sanitary replacement dwelling.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe, and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be inspected by State Highway Division personnel to ascertain that it meets the decent, safe, and sanitary standards established by the Secretary of the Federal Department of Transportation.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days written notice of the State intent to acquire the property and a subsequent 30-day written notice of the entended vacation date.

APPEALS

Any relocatte who is dissatisfied with any ruling on his eligibility or claim for any relocation beneift payment shall have the right of appeal. Appeal forms can be secured from the right-of-way agent who is handling the property acquisition. The Chief Administration Officer of the Highway Division has designated the Condemnation Supervisor and the Right of Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached.

Appellants who are dissatisfied with the decision of the appeals board may make a final appeal, in writing, to the Administrator of the Highway Division in Salem.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right-of-way agent assigned to acquire the property.

1970 RELOCATION ACT - MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of more than 180 days prior to initiation of negotiations for the parcel		Owner-occupant of less than 180 but more than 90 days and renter-occupants of more than 90 days occupancy prior to initiation of negotiations for the parcel		Owner-occupants and renter-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two firm bids secured by agency	No more than low bid
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to six months, if necessary	Actual	Storage of personal property up to six months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$ 500 maximum			Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to six months, when necessary	Actual				

E-772
Rev. 6-1-72

MR. GROTHAUS: It explains the features of the 1970 Uniform Relocation Act relating to the benefits available to relocatees on a project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additive, down-payment benefits, rent supplements, payment of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedures for making an appeal in the event of dissatisfaction with any part of the relocation program. Both of these leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements.

The time required for right-of-way acquisition and relocation is estimated at six months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no person or families will be displaced until they have been relocated in decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner-occupant will be required to move until either he has been paid for the property or the money has been deposited in the registry of the court. On this project, it is estimated that three business properties, six single family residences and two multi-family dwellings would be relocated by the Foster-Woodstock Couplet; two single family residences and a service station property have already been acquired by the City and, if this project is approved for construction, the former occupants of these three properties will be informed of the relocation benefits they are eligible for. Alternate housing for people displaced by this project is readily available. A search of the residential market reveals that approximately 380 dwellings are being offered for sale in the southeast area of greater Portland. The Oregonian and the Journal carry real estate classified ad offerings of houses for sale each day. A search of the rental market reveals that single family dwellings and dwellings in multiple housing units are available for rent offered by owners placing "for rent signs" in windows and classified ads in the local papers. Approximately, 600 rental units are advertised for rent in the local papers daily. Some further studies indicate that an equal number of houses can reasonably be expected to be available during the foreseeable future. Acquisition for the I-205 Freeway project in Portland has been underway for several years, and there has been no appreciable change in the inventory mentioned of available housing in the Portland area during this time. The replacement dwellings mentioned are decent, safe, and sanitary, functionally equivalent and substantially the same as those to be acquired. Fair housing, open to all persons, regardless of race, color, religion, sex or national origin in accordance with the U.S. Department of Transportation Order No. 5620.1, and there are copies of these also available in the back of the room -- and that is this form here.

All of the families that would be displaced by the Foster/Woodstock Couplet have been contacted and interviewed so that the needs of the individual relocatees are known. A relocation plan will be developed for Federal Highway Administration consideration. The approval of such a relocation plan by the Federal Highway Administration will be necessary before an actual acquisition program can proceed.

Business people being relocated would have available relocation advisory assistance to aid them in finding replacement property in which to relocate. The right-of-way program for this project will be under my supervision. My name is Louis Grothaus and my office is located at 5821 N.E. Glisan Street, Portland, Oregon. In the event that you have questions regarding right-of-way matters in the future, please call the Glisan Street right-of-way office. The telephone number is 229-6909 and is in both of the leaflets available here today. Thank you, Mr. Chairman.

MR. LIND: Thank you Mr. Grothaus. Mr. Oberding.

MR. OBERDING: "In accordance with the Federal Highway Administration policy procedure memorandums, 90-1 and 90-2 relating to environmental impact the Office of the City Engineer, City of Portland, has prepared a Draft Environmental Statement in cooperation with the Portland Planning Commission and the City Traffic Engineer. Copies of this statement are available at this hearing for those who are interested. The statement lists the environmental impact that the project will have on the adjoining community and relates to the existing environmental setting such as the business activities, residential neighborhood, commercial and industrial areas, present economic conditions, land use and zoning, pedestrian safety, wildlife and vegetation, air quality, sound level and the existing versus future mobility of the community." The Oregon State Highway Department has prepared a relocation plan for this project, as was pointed out by Mr. Grothaus, the relocation plan is also available at this hearing for all those who are interested.

MR. LIND: Now, for those of you who have just arrived, I would like to reiterate the purpose that we are here for tonight and that is to record the statements of the people who are affected by the project. We'd like to hear what you have to say about it. I will see to it that you get to put every word into the transcript that you want. When you come to the microphone, I'd like you to state your name and address, and speak as clearly as you possibly can. So now, at this time, statements will be taken regarding the proposal and I want to assure you that the entire proceedings of today are being recorded and that they will be reviewed and evaluated by the officials involved. So what you have to say here tonight, before any final decisions are made and designed, are going to have a factor in that decision, so we want you to feel that you are really a participant here.

We have had a couple of written communications; one from the City of Portland Southeast Uplift Program, who has a written statement here -- I won't read it but it will go into the record, and also a Mr. Calvin Felmley of 6740 S.E. 112th, a property owner has also put one of these cards in with a written statement on the back.

The first card here is Mr. Ken Garrison.

MR. KEN GARRISON, 5316 S.E. Mason Lane, Milwaukie, Oregon. I either represent or have reason to be associated with the following: Lents Business Men's Association, Master Trade Company, Lents Body Shop, United Tire Company, Associated Auto Body, Pruoff's Metal Products, Nollen, Incorporated, Cascade Organic. The areas affected by these people are 82nd and Woodstock corner, 89th and Woodstock, 89th and Foster, 81st and Woodstock and that covers about all corners. These people support the Lents Business Men's Association's recommendation wholeheartedly, with one exception, not being entered in those reports, that being no left turn provision off of Foster for traffic going east onto the properties at 8919 S.E. Foster Road. I have also had occasion to observe the Southeast Uplift recommendation to you and I am prepared to state that none of the preceding people were contacted to participate in their recommendation.

MR. LIND: Thank you, Mr. Garrison. Again, for those of you who have just recently arrived, you have this white card that has been given to you in the back of the room there and if you wish to make a statement, if you would please fill it out and give it to that gentleman that is standing back there by the door and he'll bring it up here and I'll see that your statement is put into the records, or if you wish to make it orally, I'll call on you.

There is a written statement here submitted by Mr. Ernie Gray, Appliance Service, on the back of this card. Mr. Gray represents 8801 S.E. Foster Road. That will be entered into the record the same as though it was spoken into the microphone.

The next name on the list is Mr. Art Stubbs, 2424 N.E. 17th.

MR. ART STUBBS: My name is Art Stubbs, address 2424 N.E. 17th. I am Chairman of the Southeast Uplift Committee. I believe you mentioned, Sir, that you have a written statement, so at this point the only thing I would add would be a rebuttal to the gentleman who was up here previously stating that we did not contact any organizations prior to that statement being written at a special meeting of Southeast Uplift, Each of the Board Members were given an opportunity to go out and review, not only the proposal but the site itself and did spend time out there. The Lents Business Men's Association had a representative in the name of Mr. Fisher, I believe, Fisher or Fraser, that appeared at the last meeting and had input with the Board. The Southeast Uplift established in southeast Portland includes the Surge Group and we have two of the representatives from that area that live in that area. So we did have input from the representatives there. Thank you.

MR. LIND: Thank you very much Mr. Stubbs. I would like -- Mr. Garrison -- yes.

MR. GARRISON: I would like to respond to that -- what I stated was that the preceding people that I stated -- none of those individuals had been contacted not to say that he did not contact somebody.

MR. LIND: Thank you Mr. Garrison. If you haven't filled out your card yet and you want to say something, I'm going to remind you ever so often to fill it out and that gentleman back there will bring it up. Mr. Arlen Berger.

MR. ARLEN BERGER: Mr. Chairman, my name is Arlen Berger, 9202 S.E. Foster Road. Mr. Chairman, I'm a business man in the Lents District and I feel that the plan involved here does affect me substantially. I haven't been involved very long in this because I didn"t know much about it until just very recently. Supposedly, there was a meeting in March which, I myself, did not find out about. I talked to many business men in the area and none of them knew about it. There was, supposedly, a meeting at the Lents School, which there was, I know, because I was told about it later. As far as any information gotten to the businesses in the area, the people that I have talked to and inquired about how much cooperation or information has been given out to the businesses in the area, has been nil, until we found out about what's going on and we started making contacts with the Planning Commission and the Engineering Departments. Up to now, freeway land purchases, etc. have been bearable. They have decreased our business quite substantially in the last year but we feel, or I feel, myself, personally, that loss of parking in the area would completely demolish our businesses and not uplift our businesses, like the Southeast Uplift is trying to say that it would do. I believe that's what they're trying to say, and like you gentlemen are trying to say that it would help our area. It may make it look better but I can't see that it would help the area, especially from a business standpoint and I talked to quite a few of my customers about this and a lot of them don't know a thing about it because they've never been informed and I feel that in itself is very degrading to an area when somebody makes a decision and says we're going into this area -- we're going to make it look good, whether it's any good for the area or not, I don't know. I think it can be made to look good and also be for the good of the community. By removing parking on Foster, Woodstock and 92nd as proposed, we may as well close the doors right now because by removal of the many, many houses that were taken out for the freeway, it did substantially cut down the traffic or flow of customers into our area. I talked to one lady today who came into my establishment; she came in and she is just about right at the end where the couplet will go together at 98th, approximately. And she didn't know a thing about it until today when, finally, I was pleased to see pamphlets were being handed out, which was for the first time. I think maybe it's because of our insistence that this is the only way to reach all of the people. It is too bad that this wasn't done six months or a year or two years ago or 1967, and kept doing it until all the people were informed and keep them informed that way. And I would like to also follow along with Mr. Garrison's statement that "Southeast Uplift did not contact the business men of the area. They did not contact us as far as what they proposed to do. I don't know what their proposal is but I'm very -- I don't know what you call it -- not angry, but kind of down-trodden because we were not informed as to what was going on with Southeast Uplift, since they, supposedly, represent picking up and doing better for the southeast area. This couplet does affect us strongly and I think that the business men and the residents in that couplet area and surrounding that area should have been notified as to their meeting.

MR. LIND: Thank you very much, Mr. Berger. Let me assure you that the remarks you have made regarding the affect in the area as far as the businesses are concerned will certainly get a very close look by the officials as a result of this hearing.

I would like to announce again that anyone who is here this evening that can't think of anything to say or does not want to say anything yet, you have 10 days in which you can mail a written statement in and that written statement will be made a part of this hearing too -- made a part of the transcript -- so tonight isn't your last chance to make a statement, cause many of the things said here tonight you may want to ponder on and think about and maybe you'll come up with a real revealing idea. Mr. A. Tanzer, 8721 S.E. Foster Road.

MR. ALBERT TANZER: Albert Tanzer, 8721 S.E. Foster Road. I represent myself as a business man on Foster and I feel that Mr. Berger stated quite a bit when he stated that we might as well close the doors if the off-street parking is all we have. The property which I lease has absolutely no way of obtaining any off-street parking without moving the building back and I am sure that this is an impossibility and as for being notified of the proposal, we received this brochure through the mail, addressed to "Occupant" on Wednesday. This was the first we heard of anything pertaining to removing all the parking or anything of that effect. The couplet, itself, is above us, as far as taking our property or affecting it but the parking, we might as well close up if we eliminate the parking on Foster. Thank you.

MR. LIND: I might say that the -- thank you very much Mr. Tanzer, for your remarks -- and I might say that the meeting that we had in March which both the last two gentlemen referred to, we did post all the businesses for it. I am sorry that, apparently, the people affected didn't get the communication but the business of parking was discussed quite thoroughly at the meeting, which I know concerns many of you. And if you want to find out more about how the parking situation can be taken care of, I would suggest that those of you who are vitally concerned with parking should go upstairs to Room 321 and discuss this with our - we hope experts up there on parking and zoning and local improvement districts which will involve the possibility of organising parking lots even for you.

If you haven't made out your card yet, please make it out and have it brought up here. Mr. Oliver Crestwick, 9202 S.E. Foster Road.

MR. WALLACE GENDRON: My name is Wallace Gendron and I am the chairman of the Lents Businessmen's Association. Mr. Crestwick is our official spokesman and in the business he is in, I would imagine that he had an emergency tonight -- we can understand that.

I would like to present our proposal as to recommended changes regarding the Foster/Woodstock Couplet Staff report of May 1, 1973, Job No. 7304, submitted by Lloyd T. Keefe, City Planning Department.

Recent meetings held by property owners and business men of the Lents area, mainly the Lents Business Men's Association, as well as public hearings with members of the City Planning Department and the City Engineers on June 6, 1973 disclosed the fact the above mentioned Staff Report as proposed would have a detrimental impact on the property owners and business men of the Lents community. Therefore, as per request, Portland City Planning Commission, at a hearing in the Council Chambers in City Hall on June 1, 1973, we submit the following recommended changes of the stipulations stated on page 3 of the above Staff Report, titled, "Recommendations."

No. 1 reads as follows: "Sidewalks on Foster, Woodstock and 92nd Avenue be widened to a minimum of 10 feet." We recommend that the above be changed to read, 'Existing sidewalks on Foster Road, Woodstock Blvd. from 89th to 97th Avenue or thereon remain as such in width until such a time the traffic flow can justify the necessity of widening; that sidewalks on 92nd Avenue between Foster Road and Woodstock Blvd. be narrowed to 8 feet.'

No. 2 reads as follows: 'Any curb parking removed in the Lents Business district be replaced by offstreet parking facilities through the use of available Federal funds in locations generally as shown on the accompanying map.' It is our contention that without a positive guarantee of off-street parking, financed by any federal funds and our feelings that without disturbing the parking on both sides of the street, the two lane traffic flow would suffice for approximately 10 years as confirmed by the City Traffic Engineer. We recommend that stipulation No. 2 be changed to read as follows:

'A. No curb parking to be removed on Foster Road between 89th and 97th Avenues.

B. Curb parking to remain on one side of Woodstock Blvd., preferably on the south side.

C. Curb parking on 92nd Avenue between Foster Road and Woodstock Blvd. be removed on the west side and retained on the east side.

D. The block bounded north of Woodstock south of Foster Road, east of 90th and west of 91st be purchased by the City with funds formally allocated for the widening of sidewalks and developed for the use of public parking.

E. That the property situated under the elevated freeway bounded by the State Highway property line on the west side to the east side and one block north of Foster Road to one block south of Woodstock Blvd. be made available and utilized for public parking.

Note: It is our feeling that the development of these parking areas would deter and minimize traffic congestion on 92nd Ave. between Foster Road and Woodstock Blvd. We also feel that geographically speaking the above mentioned parking areas would be mutually beneficial to the property owners and business men within the Foster/Woodstock Couplet as opposed to the parking sites proposed by the Staff Report of May 1, 1973.

No. 3 recommended as proposed in the Staff Report May 1, 1973.

No. 4 recommended as proposed in the Staff Report of May 1, 1973.

We recommend that further recommendations listed as A,B,C,D,E, and F be held in abeyance until such time that the Foster/Woodstock Couplet final plans become a reality. Many people in the Lents area are dependant upon our businesses and the practical access of businesses to meet their every day needs. It is our desire, the desire of this Committee, representing the Lents Community that consideration be given to all of the above recommendations with a prosperity growth of this community in mind. Respectfully submitted, Wally Gendron, Lents Business Men's Association.

MR. LIND: Thank you. Thank you very much Mr. Gendron.

If any of you are aware of any person that isn't here tonight, we would appreciate it if you pass on the information to them that they can still make a written statement that will go into the record. So -- everybody's thoughts we appreciate getting. Mr. Meredith L. Fisher.

MR. MEREDITH L. FISHER: Mr. Lind, I'm Meredith L. Fisher. I've a retail pharmacy on 92nd and Foster, Lents property owner for many years - I've been in the neighborhood - Lents area -- for 28 years. I've seen Lents Park developed. I've seen possibly up to 200 to 300 homes of customers of that area taken away by this freeway from approximately 10 blocks south to 20 blocks north. It's been very difficult being in business at this particular time. There's just nothing to replace these people that have had to move elsewhere in the community. Parking has been bad. I manage my parent's retail building on Foster Road and, to date, we have lost one tenant, due to parking already insufficient for the community and at the present time other leases are in jeopardy. I also have a piece of property on 92nd Avenue, a tavern. I've never been able to supply parking with the tavern and the tenants in my building have never been abel to acquire any property for parking. Now, you want to take away all parking. I'very much in compliance with the Lents Businessmen's Association's proposal. I believe that something of that nature could be implemented and it would be beneficial to everybody. It seems at this time the warning that we have received since the first of March really hasn't allowed anybody in business to do any great extracting of property for additional parking. Maybe one way for the Government to do this properly would be to come in and buy everybody out. Start all over again, but I certainly want to mention the fact that the proposal that has been made by the Lents Business Men's Association would, possibly, be the most equitable we have heard. Thank you.

MR. LIND: Thank you Mr. Fisher. I realize that the problem of parking is, certainly, at the top of all of the Lents Businessm en's mind and since there are several ways in which this might be met, I urge you to go up to Room 321 and talk it over with some of our people up there so that it will give you a general idea of perhaps the take-off point you can have. Mr. Marv Owens, 7325 S.E. 60th.

MR. MARV OWENS: Mr. Chairman, Committee Board Hearing Members, Ladies and Gentlemen. I'm Marv Owens; I have been a resident of 7325 S.E. 60th since September of 1967 but do not come here representing myself. I come here in the capacity of Vice President of Foster Boosters, 5444 S.E. 82nd Avenue, Portland, Oregon 97266, and to make recommendations which were passed at our Board Meeting today, June 15, 1973. I cannot give you an exact figure on the membership of the Foster Boosters at this particular point but I can point out that we do mail out meeting bulletins to more than 200 business men in this area.

Subject: Recommended changes regarding Foster/Woodstock Couplet Staff Report of May 1, 1973. Job No. 7304 submitted by Lloyd T. Keefe, City Planning Department. Recent meetings held by property owners, business men and representatives of the community at large represented by the Foster Boosters, also including property owners and business men from the Lents area during club meetings on May 18th and June 7th and public hearings with members from the City Planning Department and City Engineers on June 6, disclose the facts that the above mentioned Staff Report, as proposed, would have a detrimental impact on the property owners and business men of Lents Community. Therefore, as requested of the Portland City Planning Commission at the above meetings and whereas the area represented by Foster Boosters encompasses the Lents

Business District at 92nd and Foster Road. We concur with the Lents Business Men's Association and submit the following recommended changes of the stipulations stated on page 3 of the above Staff Report, titled, "Recommendations."

No. 1 reads as follows: 'Sidewalks on Foster, Woodstock and 92nd Avenue be widened to a minimum of 10 feet. We recommend that the above be changed to read 'Existing sidewalks on Foster Road, Woodstock Blvd. from 89th to 97th Avenues or thereon remain as they are in width until such time as the traffic flow can justify the necessity of widening; that sidewalk on 92nd Avenue between Foster Road and Woodstock Blvd. be narrowed to 8 feet.

No. 2 reads as follows: 'Any curb parking removed in the Lents Business District be replaced by off-street parking facilities through the use of available Federal funds and locations generally as shown on the accompanying map.'

It is our contention that without positive guarantees of off-street parking financed by any Federal funds and our feeling that without disturbing the parking on both sides of the street, 2-lane traffic flow would suffice for approximately 10 years, as confirmed by the City Traffic Engineer. We recommend that Stipulation No. 2 be changed to read as follows:

A. No curb parking to be removed on Foster Road between 89th and 97th Avenues.

B. Curb parking to remain on one side of Woodstock Blvd., preferably on the south side.

C. Curb parking on 92nd Avenue between Foster Road and Woodstock Blvd. be removed on the west side and retained on the east side.

D. The block bounded north by Woodstock, south by Foster Road east by 90th and west by 91st be purchased by the City with funds formerly allocated for the widening of sidewalks and developed for the use of public parking.

E. Property situated under the elevated freeway bounded by the State Highway Property line on the west, and the east side and one block north of Foster Road to one block south of Woodstock Blvd. be made available and utilized for public parking.

Note: It is our feeling the development of these parking areas would deter and minimize traffic congestion on 92nd Avenue, between Foster Road and Woodstock Blvd. We also feel that, geographically speaking, the above mentioned parking areas would be mutually beneficial to the property owners and business men within the Foster-Woodstock Couplet, as opposed to the parking site proposed by the Staff Report of May 1, 1973.

No. 3 recommended as proposed in the Staff Report of May 1, 1973.

No. 4 recommended as proposed in the Staff Report of May 1, 1973.

We recommend that further recommendations listed as A,B,C,D,E and F be held in abeyance until such time as the Foster-Woodstock Couplet's final plans become a reality.

Many people in the Lents area are dependant upon the Lents Business-men and their businesses and a practical access to the businesses to meet their everyday needs. It is the desire of this committee, representing the Foster Boosters considerations be given to all of the recommendations by the Lents Businessmen's Association with the prosperity and growth of this community in mind. We also feel that the City Engineers, City Planning Commission's recommendation that if the City Engineer and the City Planning Commission's recommendations are carried out, as outlined in their staff report, that the Lents Business district, and surrounding residential areas, will suffer economically and socially.

Gentlemen, this is respectfully submitted by Mr. Darrel Hamel, President of the Foster Boosters, Marv Owen, Vice-President of Foster Boosters, Mr. Jim Cameron and Members at Large of the Foster Boosters. We hope that they will be given due consideration. Thank you.

MR. LIND: Mr. Owens do you have a copy of your -- --

MR. OWENS: Yes, excuse me -- I am going to give you a copy of this -----

MR. LIND: Thank you very much. I would like to comment that there has been a good deal of real constructive criticism here and I can see that many of the people have put some thought into their remarks, and we appreciate that. Now, if there's anybody that hasn't sent a card up -- if you'd still like to say something, why, please feel free to come to the microphone. Have we heard from everybody that wants to be heard tonight?

MR. LIND: Yes, Mr. Lloyd Keefe.

MR. LLOYD KEEFE: I am Lloyd Keefe, and I'm representing the City Planning Commission here tonight. As has been pointed out, the Planning Commission has under consideration this project and more specifically they have some 10 recommendations from Staff Report under consideration. Planning Commission has had a public hearing in this room and at that public hearing I decided it would be advisable for the Staff, City Engineers, Traffic Engineers, to meet with business men in the area and, possibly, some of the residents. And that meeting was held on June 6th. And also the Planning Commission had a subsequent meeting on another matter and decided that they wanted to have a hearing out in the Lents District before they reached their recommendation, which would become part of the record here tonight and they decided that it would be Wednesday of next week, June 20th, and it's to be held at the Pal Club, the Pal Boys' Club on Harold Street and I do have some notices here which I'll leave on the table with a couple of maps to go along with it so the people will get some idea of what some of these recommendations are. And many of the things that have been said here tonight, I'm sure that the Planning Commission would appreciate knowing about the recommendations that have come from the various groups. Now, maybe because some of the recommendations have referred to this Staff Report, perhaps you should have a copy to go into the record so you can cross-reference,but it should be distinctly understood that this is a Staff Report - the Planning Commission itself has not acted on it, has not approved it, has not disapproved it, in one form or another but is expected to do something in the way of recommendations come next Wednesday evening, at the meeting out at the Boys Club - Pal Club.

MR. LIND: Is this the staff that will be there, Lloyd, or will the Planning Commission be there?

MR. KEEFE: The Staff will be there and we will probably go through the report again and give a full explanation and, of course, the meeting will be open for anyone who wants to come and offer their reaction so the Planning Commission can reach a decision to put into the record.

MR. LIND: Thank you, Lloyd Keefe, and I am glad that I up-staged you becasue this is sort of a nice climax to the remarks that have been made here tonight that a meeting is already in the offing.

MR. KEEFE: I would like to say that we were out in the neighborhood today handing out quite a few of these notices and I know that people will again come to the meeting Wednesday and say they did not know about it -- didn't get a notice and we're sorry about this but the Commission only decided on this meeting on the night before last and this was about the only way we could go about it and we put 'em in we gave them to churches; we hope they'll announce them at their services Sunday, and we gave them to the man of the businesses, including the taverns, and kind of spotted around homes in the area, that that was pretty much accidental and we just didn't have time to go to every house in the area -- so we hope that people will tell their neighbors all about it.

MR. LIND: Thank you, Mr. Keefe, and I go along with that -- I hope that the rest of you will sort of Paul Revere the situation and let the meeting be known. Mr. Owens, you wanted to say something else?

MR. OWENS: Yes, I appreciate the remarks by Mr. Keefe. I think that something perhaps has been learned from this experience and to us it is this: For those of you in Government, it's one thing to meet the qaulifications for Federal money -- there are only so many newspapers and, of course you pick the ones that meet your budget, such as the Daily Journal of Commerce, put it on so many telephone poles -- I don't know how many people read telephone poles on some of those busy thoroughfares and then wonder why the people come out and say they don't know what is going on. It may be frustrating, it may be exasperating but local government has to find a way of telling the people what's going on if they're going to communicate with you. And this is the role that Foster Boosters have tried to do in this particular situation, believe me there are other things that I would probably prefer doing tonight but I had a commitment to the Foster Boosters and the Foster Boosters have a commitment to the southeast business community and residents of that area and this is why we have come here and tried to tell the other side of the story, the side that the Staff Report has not pointed out. But it is not enough just to meet Federal Requirements for obtaining money to govern people. And until we learn this on a local level we're going to have ourselves in the wringer here on a consistent basis. Thank you.

MR. LIND: Thank you, Mr. Owens, and believe me, we're learning. Yes, sir, would you like to make a statement?

MR. GENDRON: I'm Wally Gendron again, Mr. Chairman, and excuse me, I'm speaking for myself. I make my living in Lents - I'm 50 years old and

I would hate to go out looking for another job right now. But I think that when this Woodstock Couplet news came out, I, for one of many, was instrumental in sort of getting the news around and getting people together. And then when we found out that it could take our parking away, it could have a detrimental affect on the businesses in the area, we started doing more and more about it and the more we did then all these other organizations seem to be popping out of no where. Now, I talked to 10 people and asked them if they knew what Surge was -- that's an organization in the Lents area, Southeast Uplift -- nobody seemed to know about Southeast Uplift. The competitive aspect of Lents and Foster Boosters all of a sudden were one and so we have all these factors involved and I think that being lay people we're running scared too -- inasmuch as we don't understand the trafficking of a couplet and we've been doing all we can with what information we've been given and Mr. Keefe has been accommodating, with me anyway, but I think there are a lot of businessmen that are here tonight and, possibly, others who would like to know a few questions and I think Mr. Keefe could answer them, and Mr. Oberding -- is this thing -- you know -- cut and dried? Are we just wasting our time -- you know what do we do next -- things like that. This is -- is it on a legal level or what? You see what happens next? Now e had this meeting coming up next -- do we have another meeting and another meeting and another meeting or hearing and I'd like some of these questions answered for my benefit anyway.

MR. LIND: Well, of course, we're here tonight so we can hear what you have to say, so that we will have a little direction too, and I would like to say a little bit in behalf of the development of the neighborhood group associations that we are looking forward to developing in the next year. That is what this is all about so that the City can have a means whereby we have almost instant communication with the people in any neighborhood group, and this, of course, is what we are striving for. We realize that we've stubbed our toe here and there and we're trying to unstub it as much as we can and I think that the next step is that one which Mr. Keefe has outlined and in which some more of the ideas you've expressed tonight will have a chance to bloom a little more and we kind of have to play it meaning by meaning and as to the information that we pick up here.

MR. GENDRON: May I ask just what position, for instance, you see in our area, for instance the Lents area; we have quite a few people wanting to know the position of Southeast Uplift. Now, they resent the fact that they do have a member representing Lents on the Board who doesn't live in Lents but the excuse - for instance, I go out -- he made the recommendation for the Lents Businessmen and had not contacted these businessmen to begin with but the reason he was qualified was because he was raised in the area and you see -- well, you know we're concerned today in the future and not about yesterday and so people want to ask, are they the official representatives for the Lents area. How much weight do they carry at the present time? I am not trying to pick any bones; I am just trying to find out just what position Southeast Uplift has and just how you know in what official capacity are they in.

MR. LIND: I would suggest that the business groups should contact Southeast Uplift and sit down at the table with them and find out their ideas, express your own. I couldn't speak for what the represent. They're the ones that would know that.

MR. GENDRON: Well, we'll do that then. Thank you Mr. Gendron.

MR. GROTHAUS: Did you say anything to them about the fact that they would receive copies of the transcript?

MR. LIND: No, I haven't. I am glad you pointed that out Mr. Grothaus. Everyone here tonight who has submitted a statement or has spoken or who does write in in the next ten days will receive a transcript of our meeting tonight so you'll have a chance to read it too.

I was just handed one more card, Mr. Joseph Johns, 735 S.E. Malden would like to speak too. Mr. Johns represents Southeast Uplift.

MR. JOSEPH JOHNS: Thank you very much. I just want to explain a little bit about Southeast Uplift. The reason that I want to do this is because I feel the way this gentleman just came up and asked -- I am on the Board of Southeast Uplift and an alternate from the Buckman Community Association. Now, I believe that this is important to the people that are present in this room to know exactly what Southeast Uplift is and exactly what these neighborhood associations are, so the few more that we can tell or even if its a small group or a large group -- its good for the word to get around.

MR. LIND: Would you speak a little more into the microphone. Some of them are having a problem here.

MR. JOHNS: Sure, thank you. The Southeast Uplift is a community affair and it consists of different associations within the neighborhoods of the City of Portland. Now, I am in the same situation as the gentleman was. Also, about a year and a half ago and I wanted to know -- I got a notice in the mail that someone wanted to change something in my property located on N. 27th and I said, "Well, Gee", what the heck's happening?" They had a meeting at Central Catholic so I attended the meeting. There was the Buckman Association telling us about the neighborhood development program that came into effect that was wish-washed by the Federal Government -- but anyway, I went to this meeting and found out that they had this neighborhood association so I kind of blew up about a few things that happened in that area which I didn't like. Pretty soon someone told me, "Why don't you run?" Well, I did run at the election with people of the neighborhood. They had poles etc. and I run and I won the election and I got on the Buckman Association and from there I was appointed on the Southeast Uplift. So it is just that simple. I want to stress that these people in these different areas in the City of Portland can also have an association. All they have to do is get the people together and get one. Its just that simple. They are welcome to come to the Southeast Uplift meetings and they are held every Monday evening. These meetings are open to the public and to anyone who wants to express any type of opinion on such things as the Southeast Foster Woodstock Couplet. The other thing that I have to agree with some of these people is notification of different people. That is a problem and it is a big problem. We have no funds; the associations have no funds. We operate just by association with each other. Southeast Uplift does have a little funds. I think they come from the Portland Development Commission but notifying people is quite a hard problem. I just happened to be notified myself the same way he was and in order for this to work, it is going to take people's cooperation and you can't complain about something that you don't know about, that you don't help participate in. So, we are asking all the people in the neighborhood if they want associations, we'll help them at Southeast Uplift to form these associations. We'll also, if you wish to come to these meetings, explain what an association does. We don't know everything -- we can't know everything but we know that the only way we can help is by helping ourselves. I'm speaking for the associations. Thank you.

MR. LIND: Thank you, Mr. Johns.

MR. JOHNS: I think part of the problem is that a lot of times we don't know where the action is and I know from experience a lot of action is happening in the Southeast Uplift group and I also know that a lot of action is happening in the Foster Boosters and the Lents Businessmen and, probably, that's one of the answers -- they should get together and find out what each other is thinking.

MR. LIND: Yes, Sir. You wanted to make a statement.

MR. CAL FELMY: My name is Cal Felmy; I live on S.E. 112th. I own Black Ten, which is at the present place where Western Block is. I take exception with several points in the concept of the layout of the freeway. This is very basic. Already there's other freeways nibbled me out of all the business and rentals that I had in Lents and my home so I got a little exception to take. I can't conceive why they put the freeway in the bend like that and take all the property off of me and don't take anything off the other side of the street. I'm going to take exception to this. I don't mean verbally. Now, the layout there -- why don't they just cut a straight line and take somebody else's property. This is where I have been nibbled on already. It's hurtin my pocketbook. And I just want to say I will follow this up; I just want to raise the point right here that it is going to happen.

MR. LIND: You probably can get more information on that, Mr. Felmy, in Room 321 where our people are who answer these questions.

MR. FELMY: Yes, I own property there -- I'm not supporting -- I haven't got any axe to grind but my own.

MR. LIND: I understand.

MR. FELMY: That is short and sweet but that is about what is going to happen.

MR. LIND: I might comment that Mr. Felmy had put in a written statement but, I guess, he just couldn't contain himself. Thank you for coming up, Mr. Felmy.

Is there anybody else who would like to make a statement? Yes, Sir.

MR. MEREDITH FISHER: Knowledgeable as I claim I am, I'm surprised tonight not to see the Planning Commission here. I was under the impression that all the afternoon sessions was going to be by the Highway Commission but the evening meeting was going to be a discussion with the Palnning Commission.

I'm sorry that they were not here. Actually, our proposal made by the Lents Businessmen's Association was in response to the Staff Report that had been rendered to the Planning Commission and, I believe, that we were under the impression that we were going to have a chance to rebutt the Staff Report at this time. I'm sorry that,maybe, you fellows didn't realize that. I would like to ask Mr. Oberding once more -- in his early talk regarding the traffic pattern on Woodstock and Foster -- you did mention parking on one side of the street, is that correct?

MR. OBERDING: That is correct. That is until such time as the traffic build-up is such that parking will have to be restricted.

MR. LIND: That is parking on one side of Woodstock and one side of Foster?

MR. OBERDING: One side of Woodstock and one side of Foster. That is correct.

MR. FISHER: And it is such that when the Couplet is completed that the sidewalks on Foster and Woodstock will be nearly 10 feet wide and allow for parking on one side.

MR. OBERDING: Yes, we will widen the sidewalks on Foster and on Woodstock and allow parking on one side of Foster and on one side of Woodstock during the peak traffic hours. During the peak traffic hours we would remove the parking on both streets. At such time as the traffic builds up to the point where this will not be tolerable, we would then remove the parking permanently from both sides of both streets.

MR. FISHER: All right, now the decision that will be made is final on this as opposed to the Staff Report of the City of Portland -- somebody is going to give.

MR. LIND: Well, Sir, I am reiterating the proposal that we are presenting tonight and I also said that that is the proposal as we present it tonight. I didn't say that it would not be changed. This is as we have written our Environmental Statement around this proposal and have presented it to you in that manner tonight.

MR. FISHER: One more thing -- regarding the parking lots -- Mr. Lind, has anybody asked, that is in business there, to go up to room 321 and discuss public parking. I think you will find that an assessment area for public parking sponsored by the business men of Lents would be a very losing proposition. I don't think that we would be able to adequately put it together ourselves. I think it should be done by either the City of Portland or by another agency. I thoroughly feel that it's a great imposition on the business men at this time to hold that over their heads -- public parking.

MR. LIND: Thank you, Mr. Fisher. The City of Portland would, certainly participate in it. I might add -- ---

MR. FISHER: With finances?

MR. LIND: I am not in a position to answer. Did you wish to make a statement, Sir?

MR. BERGER: I guess I have a question -- first of all, regarding Mr. Keefe's statement when he was up here. Did you say, Mr. Keefe, that the Staff would be at the Pal Club or the Planning Commission and the Staff?

MR. KEEFE: Both.

MR. BERGER: Both, thank you very much. Then, I have a question. You mentioned as far as getting out to the people and distributing the pamphlets that you were talking about -- I suggest and urge you to, possibly, speak to the boys at the Club or whoever is running the Pal Club and try to increase the flow of these pamphlets out to the people, or to a Boy Scout troup or whatever -- there's plenty of them out there and get them distributed because like you said there is going to be people coming in and saying they didn't know a thing about it, and if we are not here representing the people who in the heck are we representing. We got to get these people to know about it. Now, I heard today -- I didn't see it -- I heard today it was in the legal notices of the paper. Now, I want to ask who in the devil reads the legal notices. I read the paper as much as I can but I never have had time to get to the legal notices. Now, I suggest, if you're going to get into the paper,put an article in the paper, not a little ½ inch by 1 inch that it is legal notice column thing. That will never go over. Can't inform anybody that way. That is a bad problem. Informing the people, if you want to inform 'em, put it in the paper and get it over with. If you put it in one time and put it on the front page, people will know about it. If you put it in a thousand times and put it in the legal notices, you won't have anybody knowing about it. Maybe one tenth of one percent of the people read the legal notices. This is one big gripe that I have, is informing the people. I tried to stress how important it was at our meeting with the four members of the Engineering Department of the City -- Engineers wherever all of them are from -- I am not including all of them. I am sure that it is very important to inform the people and I was very pleased to see Mr. Keefe out today distributing pamphlets but I was under the impression that they were going to residents of the area -- now, I find that they're dropped at the tavern, at the drug store, barber shop, what have you. They're thrown in there and well, whoever happened to be in the area today got one. But why not incorporate a little effort and utilize the Boy's Club or utilize the place that they use tonight. Why not utilize the boys? I am sure that for a good community effort that they could be encouraged to drop pamphlets at doors. And there's lots of boys in that area -- they come into my store. I would really like to encourage this.

I also have one question regarding the parking on Foster Road, I still have not gotten that straight in my mind. At our meeting held in Lents area, can't remember the date, I think it was the 6th at the I.O.O.F. Hall -- anyway, it is on record as we had it there. That evening, I made a proposal that on Foster Road there be parking on both sides of the street, the sidewalks left the width they are and one-way traffic flow go to the east -- excuse me, to the west throughout the couplet area. I made that proposal and there was a little rumble here and there and it sounded fairly good except that nobody really said any more about it so I asked Mr. Bergstrom. I asked him would it be feasible that Foster Road could carry the traffic with the situation as I just stated and he said, "Yes, It is very possible it could work for maybe 10 years. Now, I fail to follow the thinking behind the proposal that they pull the parking out of that area. I think it is very poor planning on the part of thinking out the business man or merchants or the inhabitants in that area that depend on these merchants. I hear, you know, not too much good is said about leaving the parking there. All I hear is go to Room 321 -- well, Room 321 will tell me just what I've been told so far, that there's certain sites that have been proposed and naturally there won't be any pros and cons on what I'm saying -- not anyway tonight, maybe not Wednesday night, maybe not ever -- but I would like it to be known that the City Traffic Engineer himself did say at our meeting at the I.O.O.F. Hall that it would be feasible and it could work; the roadway is wide enough to handle the traffic for probably the next ten years. Well, if we erase the parking in the area, widen the sidewalks, I won't be there 10 years to see if its feasible and neither will any of the other businessmen in that area. If they'll leave well -- we're going to widen the sidewalks to make it safe for the pedestrian -- there won't be any pedestrians either if you take parking away cause there won't be any businesses there and also if there is parking on either side you don't need to widen the sidewalks because there will be a line of parked cars on either side to protect the pedestrian. Thank you.

MR. LIND: Again, I'd like to point out tonight's meeting is to hear what you have to say, to just express -- to hear the things that you've heard and how you feel about it.

MR. KEEFE: I am glad that Mr. Berger did mention us getting cooperation the Boy Scouts or the Pal Club; it so happens that the manager -- if that is his correct title -- of Pal Club, did volunteer that his boys would distribute these notices and there would be 350 boys participating in Little League this weekend and he would see that each boy got one notice to take home with him. It was not discussed between him and myself about them distributing them to specific houses but to take 'em home to their own families. I think this might be about the best that we can do on this short notice.

MR. LIND: Again, I'd like to point out something concerning the published notices. I'm not making excuses for it but we have to put it in the Daily Journal of Commerce, legally, we have to put it in there. With the newspapers, we don't have any control over where -- we send them an article and we wouldn't have any control over where it would go -- it might go on page 24 and the same thing -- it would be just as useless. However, as most of you pointed out, the going from house to house and business to business, we found so far has been the most effective way. And we did do this in March. We did do this recently. And on this the notice concerning this, isn't that right, Wayne?

MR. OBERDING: That is correct. We made a mailing.

MR. LIND: Yes.

KEN GARRISON: My name is Ken Garrison and this has turned into about what most of these do -- the facts have been brought out and everybody voices their opinion -- everybody gets up and keeps saying the same thing over and over. In response to notification, approximately 2½ years ago, somehow or other I was able to obtain information as to what was going on in that area. We opened a business down there not knowing what went on but seeing all these people run around out in the street and all this construction equipment going on, I became interested in what was going on. And it behooves me to think that all these people sitting out here saying that they didn't know anything about what was going on -- there's something wrong. They should have been out investigating it. Now, I can't plead ignorance. I think anybody that was really really interested can't plead ignorance either. Two years ago, the aforementioned people here were contacted about getting together an organization and informing you people what we wanted and I would like to state that the people that I represented here are not specifically people that are attending the Lents Businessmen's Association. I have attended those meetings myself, representing all those people. I have stated to these people that we attempted this some time ago. Now what the frustrating thing about it is I have attended the meeting at the school -- at that school I have seen many people walk up and state that some of the things you proposed was objectionable. Almost without question on the parking issue and again in the meeting June 6 out at the Lents area some of those same people, matter of fact most of them were at that meeting also -- and they voiced the same objection. Now, as to results to the first meeting at the school the report came out there was no organized opposition and I think this is one of the falacies that government runs into -- you know you know you get ten people that say, "I don't want it just because Warren does not represent those 10" -- is no sign they don't want it. Now, this is one of the things that has come across. At that particular meeting it turned into the same thing as I presume this is turning into. It is becoming embarrassing for you people. Its becoming embarrassing for us cause all we do is same the same things over and over. Now what these people are saying is they have attended meetings -- you people listen -- the same proposals are made -- they attend the meetings -- the same proposals are made by you people and there seems to be nothing going on except proposals being made and proposals being rejected. But I wish to show all these people sitting behind me and you fellows sitting in front of me that we should go on making proposals and rejecting them that the freeway's going to be built and we're still going to be sitting here in these rooms. And in reference to the Gentleman sitting over here, he's out there working and he's making that thing go. And he is going to get past the point where some of the thing we're objecting to is then not feasible. And you will have a valid point to stand on -- its too costly. We can't change it, it is already being done and all these things -- now this is a matter of things happening in governmental agencies and if I could stand corrected on that, I wish you would, Sir. But I still think that all we're doing is saying the same things, you're saying, you're listening, we're saying, we're talking; the same proposals are made, the same proposals are rejected and the freeway is getting built. And with that, I don't wish to take any more of your time or any of the people's behind me. Thank you, Sir.

MR. LIND: Thank you, Mr. Garrison. Would anybody else like to be heard from? Yes, Sir.

MR. OLIVER CRESTWICK: My name is Oliver Crestwick. I am a business man in the Lents area also.

MR. LIND: Thank you.

CRESTWICK: I apologize for my tardiness but more important matters kept me from being here on time. I would like to more or less reiterate what some of the other business men have said. I have read the statement that was presented here this evening. I concur with the proposals that they would offer at this time. I would like to stress a point relative to the space underneath the freeway overpass going over Foster. I understand that the State Highway Commission and the Federal Highway Department is not in favor of that space being utilized. We had been satisfied by Mr. Keefe that it is possible to use it for multi-purpose approach. There is an overpass and a State Highway within the City limits that is being used by the City as a storage area on Front Street. I see no reason why the area beneath that particular overpass could not be used for a public parking area. That would help alleviate this problem that you folks are trying to overcome as well as us. I would also like to see the parking area developed at the junction of the Couplet on its west end, west of 91st in the block between it and 90th. It would be the most or one of the most advantageous locations for a large parking lot and if it were established in conjunction with one underneath the freeway overpass, I think that would take care of our parking needs in that area. It would mean only the purchase of one side. I would assume that the space beneath the freeway overpass could be negotiated for with the State Highway Department. It would be the best; the parking lot at the west end of the couplet, I think, would be better than the other three sites that have been proposed for parking areas for many reasons. One, you would have more than one entrance and egress from that parking lot. It would be better lighted than those that are proposed. At least, two of those that are proposed are behind buildings. At night, I wouldn't care to have my wife have to go to her car in that parking lot that would, possibly, have only one or two entrances to it. That would be possible to present a very hazardous situation. I think, as a business man in Lents, that basically with the advent of the freeway going by us, can be advantageous to us; it is up to us as business men to see that it is and this is what we are trying to do here this evening. I'm a past president of the Mt. Scott Kiwanis Club. Our recommendations and proposals were presented to them at our meeting yesterday and they also concurred in what we are attempting to do. Thank you very much.

MR. LIND: Thank you, Sir. That is a very constructive suggestion you have made. Yes, the lady back there.

MRS. MADELINE FARAH: My name is Madeline Farah. I'm actually representing my family. We have been in Lents since 1920, so my father started there when the area was booming and we have seen it go down through the years.

I was born and raised there and lived there most of my life. In conjunction with what Mr. Crestwick has said, we own one of the possible parking sites in which, I suppose, I would like clarification regarding it because we had been waiting to see what is going to happen to the freeway in order to develop the whole parcel that we own in that block and we don't know how absolute the potential parking site is that is on the plan and, of course, Lents certainly needs developing and people that are interested in this sort of thing and its upgrading rather than to have it go down hill as it has been throughout the years and again, this is the point that Mr. Crestwick has brought out for the sites. I don't know what the other people plan to do with their land but I know this what my family has been planning to do and we would like some clarification on it.

MR. LIND: You, probably, could get some clarification on that if you attend the meeting that Mr. Keefe is setting.

MRS. FARAH: I attended the other one which is the first one that my family had heard about and like I said, we have been there since 1920 and that was the first time we had heard and I didn't get much answers and, of course, the rest of the family is not here so they send me as a delegate -- so here I am.

MR. LIND: Fine, I would suggest that you and they both go to next Wednesday's meeting. Wednesday, isn't that right?

MR. OBERDING: Right.

MRS. FARAH: But there is nothing absolute in the plans as to what's in it or -- --

MR. LIND: This is a proposal and I want to stress that again -- this is a proposal. You are coming here tonight and I think we are hearing very good information. I think that everybody is -- seems to me to be in a very constructive frame of mind, at least most of the people that have spoken up here.

MRS. FARAH: Well, we are quite interested in this and Lents welfare because we have a number of businesses there and actually they are all going down hill and we do not want to move from the area because of the down hill movement or the social status and that is why we hope to try to upgrade it somewhat.

MR. LIND: Thank you. Oh, would you come back and state your address. We didn't get that cause we want to send you a copy of tonight's -- --

MRS. FARAH: My family resides at 5812A S.E. 92nd

MR. LIND: Thank you. Is there anyone else who would like to be heard? Well, I want to thank all of you who have shown the interest to come here and there was a real lively group here and I want to remind you again that anyone that you know of that isn't here, tell them that if they want to make a statement, they have 10 days to do it and they should -- let me see -- where should they send that statement, Wayne?

MR. OBERDING: Send it to the City Hall, to the Attention of the Project Manager, Foster/Woodstock Couplet, and it will then get into the record.

MR. LIND: Okay, now, all information developed out of this proposed project will be available upon request for public inspection and copying at any time prior to the location design of the project being approved by the Federal Highway Administration before this happens. Now, all of you who have spoken here tonight and who have sent in written statements tonight and previous to the meeting and within the next 10 days will receive copies of the transcript.

Meeting is adjourned. It is now 8:45 P.M. Thank you.

CITY OF PORTLAND SOUTHEAST UPLIFT PROGRAM
[illegible] S.E. HAWTHORNE BOULEVARD PORTLAND, OREGON [illegible] PHONE [illegible]

June 14, 1973

Mr. Wayne Oberding
Project Manager Foster-Woodstock Couplet
City Engineers Office
411 City Hall
Portland, Oregon 97204

SUBJECT: Foster-Woodstock Couplet

Dear Mr. Oberding:

At public meetings held on June 4 and June 12, 1973 the Southeast Uplift Advisory Board considered the Foster-Woodstock Couplet with members of the City Planning Commission staff and affected area residents in attendance. The Southeast Uplift Board is an eighteen member citizen advisory organization made up of Southeast area neighborhood association representatives and member-at-large delegates appointed by the Mayor. The expressed purpose of Southeast Uplift is to better the Southeast Portland community by working toward the solution of its social and physical problems.

Since it is the Board's opinion that the Foster-Woodstock couplet proposal poses partial solution to several on-going physical and socio-economic problems in the Lents area, we recommend approval of the City Planning Commission staff recommendations with the following conditions:

1) Area on-street parking should be disallowed on Foster Rd. and SE Woodstock and sidewalks should be widened to a minimum of ten feet.

2) Through the use of Federal Interstate Highway funds (and at no cost to businessmen), off-street parking facilities should be acquired and developed as indicated in the City Planning Commission staff report including acquisition of the Salvation Army property and the property north of Foster Rd. at the I-205 exit ramp.

3) All proposed or potential parking sites should stipulate access to the parking sites as shown. Concerns for safety were expressed for there being only a single access to the proposed parking area located on the north side of Foster Rd. between SE 91st and 92nd. The Board suggests that a low fence be installed on the western edge of the property to help maintain visibility of the parking area.

4) SE 93rd should be improved with access to SE Tolman, west to 92nd.

5) Parking lots should be well lighted and landscaped and trees should be planted in sidewalk areas. Any resultant open spaces within the development should be landscaped.

6) It is requested that the Southeast Uplift Board as well as the Lents community review designs of all plans prior to their development and implementation.

7) Further consideration of the proposed industrial park area should be tabled until a public meeting has been held with affected area residents and property owners. It should also be ascertained the availability of Federal assistance for relocating area residents.

The Board feels the one-way couplet cannot be justified unless all on-street parking is removed. Many businesses and/or structures in the area are marginal. Providing off-street parking and widening sidewalks would provide incentive for up-grading the area and greater safety to pedestrian and vehicular traffic. If the above suggested recommendations and those of the City Planning Commission staff are met, the Foster-Woodstock Couplet will be of service and benefit to the area businesses as well as the community-at-large.

We appreciate the opportunity to review and comment on these matters.

Sincerely,

Art Stubbs, Chairman
Southeast Uplift Advisory Board

CC: Wm. Lind
Meredith Fisher

Community Progress For Future Business

FOSTER BOOSTERS

5444 S.E. 82nd Avenue • Portland, Oregon 97266

June 15, 1973

Subject: Recommended Changes

Re : Foster-Woodstock Couplet Staff Report of May 1, 1973 Job #7304 submitted by Lloyd T. Keefe, City Planning Department

Recent meetings held by property owners, businessmen and representatives of the community at large, represented by the Foster Boosters, also including property owners and businessmen from the Lents area, and during club meetings on May 18 and June 7 and public hearings with members from the City Planning Department and the City Engineers on June 6, disclosed the facts that the above mentioned Staff Report as proposed, would have a detrimental impact on the property owners and businessmen of the Lents Community; therefore, as per request of the Portland City Planning Commission at the above meetings, and whereas, the area represented by the Foster Boosters incompasses the Lents Business district at 92nd and Foster Road we concur with the Lents Businessmen's Association and submit the following recommended changes of the stipulations stated on Page three of the above Staff Report, titled Recommendations.

No. 1 reads as follows:

> "The sidewalks on Foster, Woodstock, and 92nd Ave. be widened to a minimum of ten feet."

We recommend that the above be changed to read:

> "Existing sidewalks on Foster Road and Woodstock Blvd. from 89th to 97th Aves. or thereon, remain as they are in width

until such time as the traffic flow can justify the necessity of widening; that sidewalks on 92nd Ave., between Foster Road and Woodstock Blvd. be narrowed to eight feet."

No. 2 reads as follows:

> "Any curb parking removed in the Lents business district be replaced by off-street parking facilities through the use of available federal funds and in locations generally as shown on the accompanying map."

It is our contention that without a Positive Guarantee of off-street parking, financed by any Federal Funds, and our feeling that without disturbing the parking on both sides of the street, the two lane traffic flow would suffice for approximately ten years as confirmed by the City Traffic Engineer. We recommend that Stipulation No. 2 be changed to read as follows:

A. "No curb parking to be removed on Foster Road between 89th and 97th Aves.,

B. Curb parking to remain on one side of Woodstock Blvd., preferably the south side,

C. Curb parking on 92nd Ave. between Foster Road and Woodstock Blvd. be removed on the west side and retained on the east side,

D. The block bounded north by Woodstock, south by Foster Road, east by 90th and west by 91st, be purchased by the City with funds formerly allocated for the widening of sidewalks and developed for the use of public parking,

E. That the property situated under the elevated freeway, bounded by the state highway property line on the west and the east sides and one block north of Foster Road to one block south of Woodstock Blvd., be made available and utilized for public parking."

NOTE: It is our feeling that the development of these parking areas would deter and minimize traffic congestion on 92nd Ave. between Foster Road and Woodstock Blvd. We also feel that geographically speaking the above mentioned parking areas would be mutually beneficial to the property owners and businessmen within the Foster-Woodstock Couplet, as opposed to the parking sites proposed by the Staff Report of May 1, 1973.

No. 3 recommended as proposed in the Staff Report of May 1, 1973.

No. 4 recommended as proposed in the Staff Report of May 1, 1973.

We recommend that further recommendations listed as A, B, C, D, E, and F, be held in abeyance until such time that the Foster-Woodstock Couplet final plans become a reality.

Many people in the Lents Area are dependent upon the Lents Businessmen and their businesses and the practical access to the businesses to meet their everyday needs. It is the desire of this committee, representing the Foster Boosters, that consideration be given to all of the recommendations submitted by the Lents Businessmen's Association with the prosperity and growth of this community in mind. We also feel that if the City Engineers and City Planning Commission's Recommendations are carried out, as outlined in the Staff Report, that the Lents Business District and the surrounding residential area will suffer both economically and socially.

Respectfully submitted,

Darrell A. Hamel

Foster Boosters
Darrell A. Hamel, President
Marv Owens, Vice President
Jim Cameron, Secretary-Treasurer
and the Board of Directors and the membership-at-large

DAH:jk

LENTS BUSINESSMEN'S ASSOCIAT[illegible]
c/o Mt. Scott Pharmacy
9202 S.E. Foster Road
Portland Oregon 97266

SUBJECT: RECOMMENDED CHANGES

RE : Foster-Woodstock Couplet Staff Report of May 1,1973
Job # 7304 submitted by Lloyd T. Keefe, City Planning
Department

Recent meetings held by property owners andbusinessmen of the Lents Area, (namely, the Lents Businessmen's Association) as well as a public hearing with members from the City Planning Department and the City Engineers on 6-6-73, disclosed the fact that the above mentioned Staff Report as proposed, would have a detrimental impact on the property owners and businessmen of the Lents Community; therefore, as per request of the Portland, City Planning Commission at a hearing in the Council Chambers at City Hall on 6-1-73, we submit the following recommended changes of the stipulations stated on Page three of the above Staff Report, titled Recommendations.

No. 1 reads as follows:

> "The sidewalks on Foster, Woodstock, and 92nd Ave. be widened to a minimum of ten feet."

We recommend that the above be changed to read:

> "Existing sidewalks on Foster Road and Woodstock Blvd. from 89th to 97th Aves. or thereon, remain as such in width until such a time the traffic flow can justify the necessity of widening; that sidewalks on 92nd Ave., between Foster Road and Woodstock Blvd. be narrowed to eight feet."

No. 2 reads as follows:

> "Any curb parking removed in the Lents business district be replaced by off-street parking facilities through the use of available federal funds and in locations generally as shown on the accompanying map."

It is our contention that without a POSITIVE GUARANTEE of off-street parking, financed by any Federal Funds, and our feelings that without disturbing the parking on both sides of the street, the two lane traffic flow would suffice for approximately ten years as confirmed by the City Traffic Engineer. We recommend that Stipulation No. 2 be changed to read as follows:

A. "No curb parking to be removed on Foster Road between 89th and 97th Aves.,

B. Curb parking to remain on one side of Woodstock Blvd., preferably the south side,

C. Curb parking on 92nd Ave. between Foster Road and Woodstock Blvd. be removed on the west side and retained on the east side,

D. The block bounded north of Woodstock, south of Foster Road, east of 90th and west of 91st, be purchased by the City with funds formerly allocated for the widening of sidewalks and developed for the use of public parking,

E. That the property situated under the elevated freeway, bounded by the state highway property line on the west side to the east side and one block north of Foster Road to one block south of Woodstock Blvd., be made available and utilized for public parking."

NOTE: It is our feeling that the development of these parking areas would deter and minimize traffic congestion on 92nd Ave. between Foster Road and Woodstock Blvd. We also feel that geographically speaking the above mentioned parking areas would be mutually benificial to the property owners and businessmen within the Foster-Woodstock Couplet, as opposed to the parking sites proposed by the Staff Report of May 1, 1973.

No. 3 recommended as proposed in the Staff Report of May 1, 1973.

No. 4 recommended as proposed in the Staff Report of May 1, 1973.

We recommend that further recommendations listed as A, B, C, D, E, and F, be held in abeyance until such time that the Foster-Woodstock Couplet final plans become a reality.

Many people in the Lents Area are dependant upon our businesses and the practical access to the businesses to meet their every day needs. It is our desire, the desire of this committee, representing the Lents Community, that consideration be given to all of the ab ove recommendations with the prosperity growth of this community in mind.

Respectfully Submitted,

W R Gendron

LENTS BUSINESSMEN'S ASSOCIATION
W. R. Gendron Chairman

WRG/ab

LENTS BUSINESSMEN'S ASSOCIATION
9202 S. E. Foster
Portland, Oregon 97266

DEPT. OF PUBLIC WORKS
JUN 25 1973
BUREAU OF CONSTRUCTION

June 21, 1973

Wayne J. Oberding, P.E.
Room 208, City Hall Annex
Portland, Oregon

Dear Mr. Oberding:

It has come to my attention that a matter concerning off-street parking has been overlooked. Therefore, at this time the Lents Businessmen's Association is recommending that the following addendum be attached to our original proposal on page two as paragraph (f) to read as follows:

> "Fragmental areas that are not necessarily used for the construction of the Foster-Woodstock couplet be developed and made available by the city or state for possible future parking sites."

It is our hope that your consideration be given to this addendum as it will no doubt benefit the community.

Respectfully submitted,

LENTS BUSINESSMEN'S ASSOCIATION

W R Gendron

W. R. Gendron, President

WRG:km

Portland City Planning Commission

STAFF REPORT

May 1, 1973

FOSTER-WOODSTOCK COUPLET

Authority

According to the State of Oregon Revised Statutes, Chapter 227.100, "All plans or plats for...laying out, widening, extending, parking and locating streets...shall first be submitted to the (planning) commission by the city engineer...and a report thereon from the commission secured in writing before approval is given by the proper municipal official." Thus the proposed Foster-Woodstock Couplet is submitted herewith to the City Planning Commission for its consideration and report to the City Engineer and the City Council.

History

The Foster-Woodstock Couplet is an outgrowth of a proposal initiated by the office of the City Planning Commission many years ago. To avoid the left turning movements on SE 92nd Avenue in the Lents business district, it was proposed that Woodstock Boulevard be connected to Foster Road east of the Lents district by a cross-over diagonally through the block at about 98th Avenue. This proposal was first made on the tentative Comprehensive Plan adopted by the Planning Commission in 1954. The same proposal was continued and appears on the Comprehensive Plan which the Planning Commission adopted in 1958 and also on the Revised Comprehensive Plan adopted by the Planning Commission in 1966.

When the State Highway Commission came out with its detailed plan for the I-205 Freeway (96th Avenue route), Woodstock Boulevard was proposed to be deadended at the freeway; only Foster Road would cross under the freeway. In the view of the City agencies, this would cause intolerable inconvenience and congestion on Foster Road and 92nd Avenue through the Lents business district.

A design utilizing Foster Road and Woodstock as a one-way pair through the interchange with I-205 was worked up by the staff of the City Planning Commission and subsequently had the concurrence of Mr. Fred Fowler, the City Highway Coordinator; Mr. Donald Bergstron, the City Traffic Engineer; and Mr. Carl Wendt, City Transportation Director. This Foster-Woodstock

Couplet was submitted to the City Planning Commission at its October 18, 1966 meeting along with about 30 or 40 other proposed changes in the State Highway Commission's detailed plan for the I-205 Freeway. The City Planning Commission adopted all of the proposed changes, including the Foster-Woodstock Couplet, at that October 1966 meeting.

On December 27, 1966, a communication was sent to Commissioner William A. Bowes on the design of the Interstate 205 Freeway embodying all of the recommendations adopted by the Planning Commission. From that time on a series of meetings was held between City and State staffs. Not all of the proposals made by the Planning Commission were finally placed in the agreement between the City of Portland and the State for the building of the I-205 Freeway. However, the Foster-Woodstock Couplet was included and the State Highway Department revised its I-205 Freeway plans accordingly.

Henceforth the City Engineer prepared detailed plans for the Foster-Woodstock Couplet. The original idea was to finance the project out of TOPICS* funds. Later when the Federal Highway Urban Funds were enacted by the Congress, it was decided that the Foster-Woodstock Couplet should be financed by those funds. This program requires impact statements and design hearings the same as now followed in all federally aided highway projects. A preliminary hearing was held at the Lent Elementary School on March 19, 1973. About 65 people appeared at the hearing. Most wanted information on how specific properties were affected. There was no organized opposition to the Foster-Woodstock Couplet. However, some of the business people did express concern about removing curb parking from both Foster and Woodstock.

On the following pages is material prepared for the impact statement.

Between 1966 and the present the City did move ahead toward the accomplishment of the Foster-Woodstock Couplet. Some of the right-of-way has been bought connecting Foster to Woodstock at 90th Avenue and from Woodstock to Foster at 97th and Henry Street. The impact statement was submitted to the State Highway Department the first part of April. After the statement is put into its final form by the State Highway Department, then there will be a design hearing scheduled the first week of June 1973, and it is assumed that construction might begin by July 1974.

---

*TOPICS stands for Traffic Operations Program to Increase Capacity and Safety - on major streets and highways

Recommendations

It is recommended that the Planning Commission approve the proposed Foster-Woodstock Couplet essentially as designed by the City Engineer's Office with these stipulations:

1. The sidewalks on Foster, Woodstock and 92nd Avenue be widened to a minimum of 10 feet.

2. Any curb parking removed in the Lents business district be replaced by off-street parking facilities through the use of available Federal funds and in locations generally as shown on the accompanying map.

3. The City Council require that the power, telephone, and any other overhead lines be placed underground along Foster, Woodstock and 92nd Avenues at the time of constructing the Foster-Woodstock Couplet.

4. The acquisition of property for this improvement and the disposal of any unused land be done in such a manner that no lots will become substandard, and therefore unavailable for building, in accordance with the density regulations of the Zoning Code. This may mean the initial acquisition of more land than is actually needed for right-of-way in order to reassemble into standard parcels. Also it may mean vacating some streets and leaving some land in City-owned open space as is illustrated by the accompanying Replatting and Rezoning Plan.

It is further recommended that the following steps also be undertaken:

A. The City Planning Commission initiates and the Council adopts setback lines 8 feet on each side of the Foster and Woodstock right-of-ways through the Lents business district and consideration be given to setbacks for other sections of Foster and Woodstock where existing widths are less than 80 feet.

B. The City Planning Commission initiates and the Council adopts the "S" signboard control zones along the I-205 Freeway and also along Foster and Woodstock from 82nd Avenue to the eastern city limits.

C. The City Council adopt regulations governing identification signs as have been proposed by the Mayor's Sign Committee or less lenient regulations.

D. The City Planning Commission initiate changes of zone and the replatting of land within the close proximity to I-205 Freeway and to the diagonal cross-overs of the Foster-Woodstock Couplet as is shown on the Replatting and Rezoning Plan map.

E. The City Planning Commission initiate changes in the regulations of the M3 zone to specify design standards for used car lots and other drive-in business types.

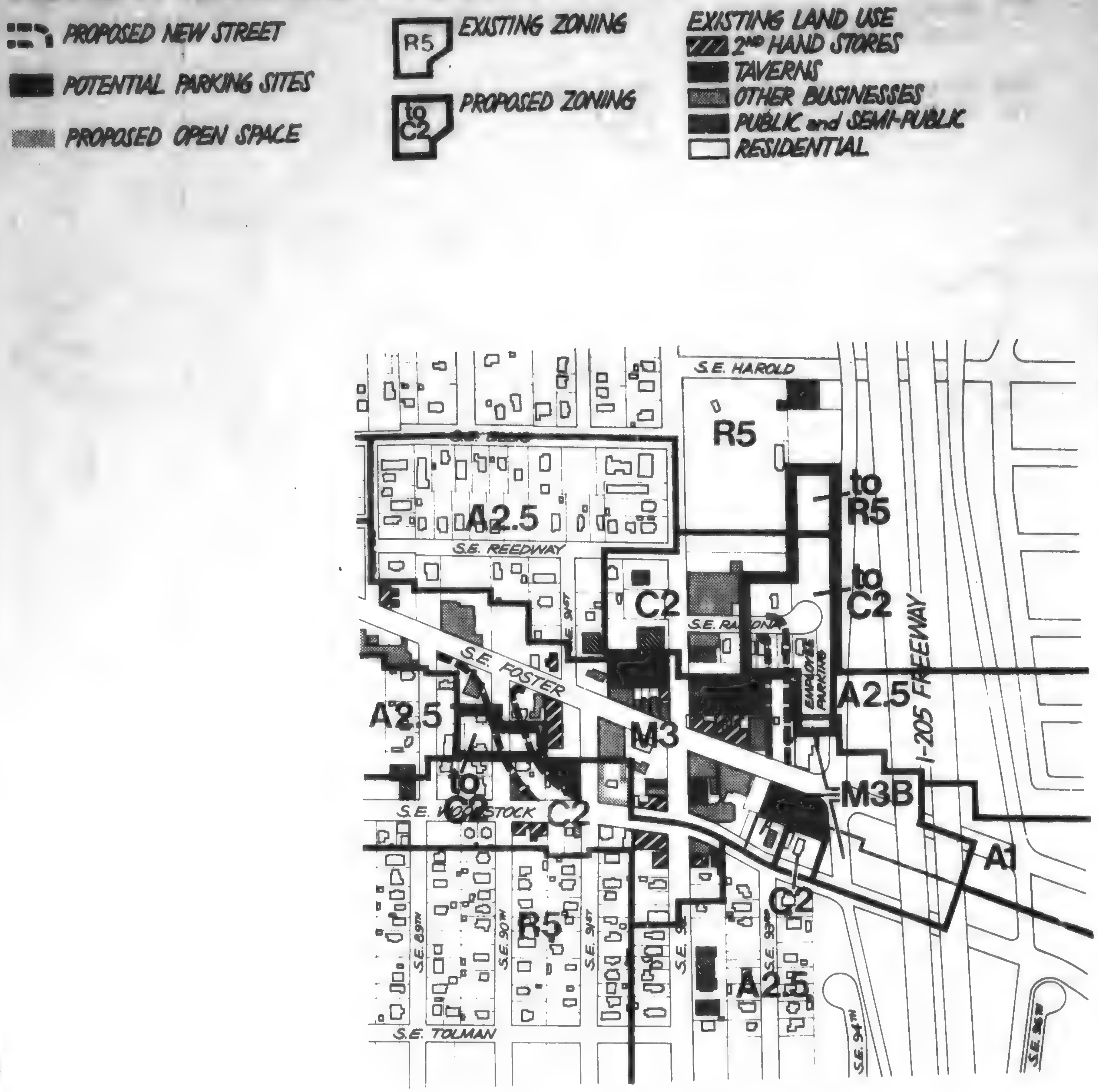
F. The City Planning Commission engage in joint studies with the Development Commission of the area bounded by Foster Road on the north, I-205 on the west, the Portland Traction Railroad on the south, and the city limits on the east looking toward the eventual conversion of this area into an industrial park.

Considering the difficulty of providing replacement low income housing at this particular time, such conversion may not be in the immediate future. However, there are the questions of whether paving streets and constructing sewers, which would freeze the block pattern for residential use rather than industrial, would be good public policy. Because of the adverse environment, there is doubt whether more residential structures should be built on the vacant lots remaining in this area. Also, what kind of zoning for what uses and quality of development on the land fronting the couplet streets east of the freeway is critical and needs resolution.

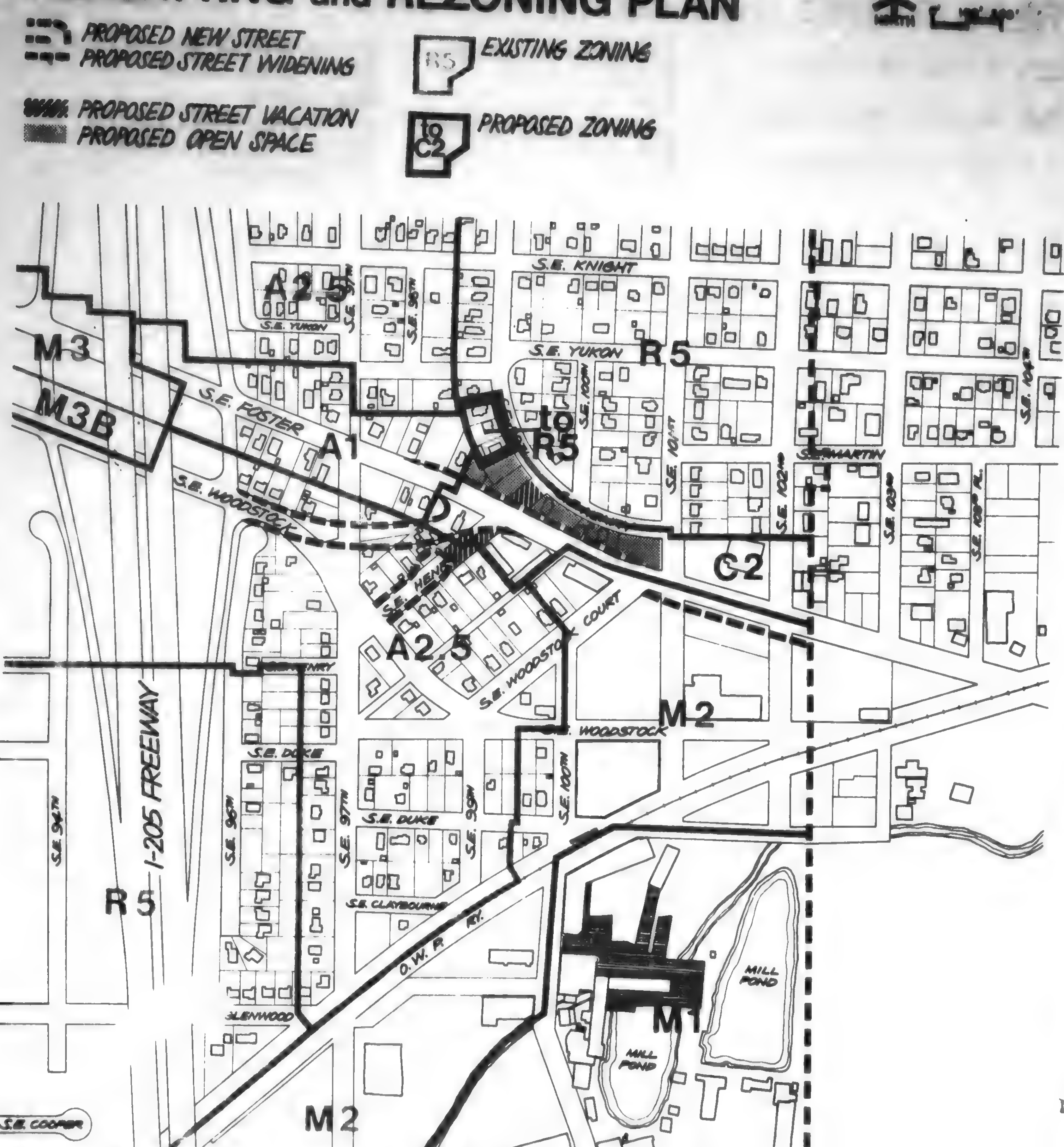
LTK:mm

Job No. 7304

REPLATTING and REZONING PLAN


NORTH
0' 100' 200'
PROPOSED NEW STREET
POTENTIAL PARKING SITES
PROPOSED OPEN SPACE
R5
EXISTING ZONING
to C2
PROPOSED ZONING
EXISTING LAND USE
2ND HAND STORES
TAVERNS
OTHER BUSINESSES
PUBLIC and SEMI-PUBLIC
RESIDENTIAL
S.E. HAROLD
R5
to R5
A2.5
S.E. REEDWAY
to C2
C2
S.E. RAMONA
S.E. 91ST
S.E. FOSTER
EMPLOYEE PARKING
A2.5
I-205 FREEWAY
A2.5
M3
to C2
M3B
S.E. WOODSTOCK
C2
A1
C2
S.E. 89TH
S.E. 90TH
R5
S.E. 91ST
S.E. 93RD
A2.5
S.E. TOLMAN
S.E. 94TH
S.E. 96TH

REPLATTING and REZONING PLAN


PROPOSED NEW STREET
PROPOSED STREET WIDENING
PROPOSED STREET VACATION
PROPOSED OPEN SPACE
R5
EXISTING ZONING
to C2
PROPOSED ZONING
NORTH
S.E. KNIGHT
A2.5
S.E. YUKON
S.E. 97TH
S.E. 98TH
M3
M3B
S.E. YUKON
R5
S.E. FOSTER
A1
to R5
S.E. 100TH
S.E. 101ST
S.E. 102ND
S.E. 103RD
S.E. 103RD PL.
S.E. 104TH
S.E. MARTIN
S.E. WOODSTOCK
D
C2
S.E. HENRY
A2.5
S.E. WOODSTOCK COURT
S.E. HENRY
M2
S.E. WOODSTOCK
S.E. DUKE
S.E. DUKE
S.E. 94TH
I-205 FREEWAY
S.E. 96TH
S.E. 97TH
S.E. 99TH
S.E. 100TH
R5
S.E. CLAYBOURNE
O.W.R.R. RY.
GLENWOOD
MILL POND
M1
MILL POND
S.E. COOPER
M2
S.E. 100TH

Portland City Planning Commission

For Inclusion in the Environmental Impact Statement

FOSTER-WOODSTOCK COUPLET

Sidewalk Widths

The narrow sidewalks and the removal of curb parking will have an adverse impact on the Lents business district. Although no change in existing sidewalk widths on Foster Road and Woodstock is proposed, these are too narrow now. The removal of curb parking will emphasize the narrowness of the sidewalks. Pedestrians would be subjected to splashing by moving traffic and also the closeness of the moving vehicles to the pedestrians would be hazardous. The Lents business district has largely lost its neighborhood function due to competition from 82nd Avenue and has become a center of secondhand stores and attracts people from a wide area. The amount of pedestrian movement does require sidewalks wider than existing. The 5 ft. sidewalks on the north side of Foster Road and on the west side of 92nd Avenue are particularly unsatisfactory.

The curb lanes on the proposed Foster Road pavement will be 14 ft. wide and on Woodstock Boulevard 16 ft. wide. Also, four moving lanes are to be provided on Foster and three on Woodstock. As Foster and Woodstock entering the couplet will only feed one lane in each direction, only two moving lanes are needed in each direction to provide the same capacity existing today. However, three moving lanes can be provided and allow for the widening of sidewalks. A minimum of 10 ft. is suggested (desirably the sidewalk should be 12 ft.) Thus, in the 60 ft. right-of-ways available now on both Foster and Woodstock through the project area three 12 ft. traffic lanes can be provided leaving 24 ft. for sidewalks or 12 ft. on each side. However, the curb lanes are desirably wider than 12 ft. Thus, on the basis of two 14 ft. curb lanes and one 12 ft. center lane, total pavement would be 40 ft.-- allowing 20 ft. for sidewalks or 10 ft. for each side of the street.

Tri-Met is instituting a policy of locating bus-waiting shelters throughout the City. Both Foster Road and 92nd Avenue carry bus lines. The bus shelters which Tri-Met has installed on an experimental basis at 72nd and Harold Street and 79th and Division Street are 4 ft. in depth. If these are to be located on 10 ft. sidewalks, then only 6 ft. would actually remain at the bus shelter for pedestrian movement. Accordingly, 10 ft. sidewalks in the Lents business district are an absolute minimum.

Along the section of Foster to be widened east of the couplet, seven more feet in width needs to be acquired so that the proposed 5 and 8-foot sidewalks can be 10 feet each. Such additional width will be a simple matter as whole lots will have to be purchased where the widening is on the north side, and on the south side the extra width is to be obtained from an open lumber storage area of Dwyer Lumber Company.

Parking

The removal of curb parking is also of serious concern to the businesses in the Lents district. As this is an old district, most businesses still depend on curb parking. Considering that there is much free off-street parking in the business districts which compete with Lents, it is quite essential that the Lents business district also have an adequate supply of parking. There are several opportunities for providing off-street parking in the Lents business district on vacant land as is shown on the accompanying map. At least one firm is ready to supply off-street parking if necessary access and additional land can be obtained. A zone change would be required.

It is understood that Federal funds can be made available for acquisition and construction of off-street parking if the Federally aided street improvement project requires the removal of curb parking. TOPICS funds can be so used. Consideration is on a case-by-case basis and approval by the Washington D.C. office of the Federal Highway Administration is required. Funding is available to replace off-street parking only for the same number of stalls removed at the curb. The city of Dallas, Oregon has such a request now pending.

If both sides of Foster and Woodstock were cleared from 90th to the I-205 freeway ramps, approximately 80 parking spaces at the curb would be removed. If parking were taken from the curbs on both sides of 92nd between Ramona Street and 100 feet south of Woodstock another 40 spaces would be removed. To provide for 120 spaces off the street in the locations shown on the accompanying map, would cost an estimated $120,000. Land acquisition, based on taxable values, is estimated at $60,000. Cost of improvement of the parking lots is assumed at $500 per space.

Although Federal funds might be so used in the Lents district as part of the overall cost of the Foster-Woodstock couplet, then the question arises about the cost of operation and maintenance of such off-street parking facilities. The City of Portland does not provide off-street parking facilities in any business districts other than the downtown parking garage, which is financed by revenue bonds and also maintained and operated from user fees and rentals. However, it does appear that the City must soon engage in off-street parking operations in order to save and enhance several of the older business districts and strips.

State law (ORS 223.825) provides for the formation of special assessment districts to construct off-street parking. Whether such special assessment districts can be used to provide funds for maintenance and operation is not specifically mentioned in the State law. This approach should be explored. If it is not now feasible, perhaps the State law should be so amended. If that is not timely, then a voluntary association among the benefited properties should be sought to provide maintenance and operating expenses. Most newly constructed businesses are providing off-street parking at their own expense. In fact, such is required in the Zoning Code. Those businesses which elect to provide off-street parking at their own expense can be exempted from special assessment districts. Those which desire to join in the provision of common parking facilities through the assessment district arrangement are not required under the zoning code to provide off-street parking individually.

92nd Avenue

Although not included in this project, as yet, relief of congestion on 92nd Avenue through the Lents business district is an obvious need. The right-of-way north of Foster is only 50 feet. It is inadequate for the traffic volume exceeding 12,000 vehicles per day, especially since a significant proportion make left turning movements.

Casual observation seems to indicate that most of the traffic on 92nd Avenue is going through Lents rather than terminating there. A sizable percentage of these through trips can be expected to use I-205 Freeway when it opens. Experience shows that volumes on arterials paralleling freeways reduces. It is to be hoped that 92nd will be so affected as it is primarily a residential street itself. Moreover, the narrow band of residential blocks between it and I-205 Freeway will continue to be caught in an unfortunate environment--noise from two heavy traffic streams and no safe access to neighborhood schools and parks.

However, in the interest of widening sidewalks, providing left turning lanes and assisting bus movement--all of which should help the Lents district--it is recommended that curb parking on 92nd be removed through the commercial area and replaced off-street as part of the couplet program.

Setback Lines

The forecast traffic demand by 1990 on Foster and Woodstock under the couplet plan will exceed the capacity for three moving lanes. To provide for additional capacity when needed in the future, it is recommended that the City Council at this time enact setback lines on both Foster and Woodstock so as to provide for four moving lanes on each street. This means 52 ft. pavements and a desirable 24 ft. for sidewalks. In other words, setback lines of 8 feet on each side of the existing 60 ft. streets should be enacted to provide for an eventual 76-foot right-of-way.

As most business buildings in Lents are old and some are seriously dilapidated, rebuilding is a likely prospect. Each new building can be required to setback, and ultimately, a wider street will be provided without the exorbitant expense of tearing down or chopping off the fronts of all buildings at one time.

Underground Power and Telephone Lines

An existing adverse environmental condition on Woodstock and Foster as well as 92nd Avenue is the tangle of poles and wires. If the sidewalks are to be increased in width, this would require that all the power and telephone poles would have to be relocated, or else they would remain in the center of the sidewalk. Now is the time to take advantage of this additional necessary expenditure by requiring that the power and telephone companies place their lines through the

Lents area underground. It appears that all the lines are of low enough voltage to make undergrounding feasible. A line on Woodstock may be an exception. The Lents business district may seem an unlikely place for this City to start the first undergrounding program outside the downtown area. Yet, it is possible that undergrounding in this area might be less expensive than in other more highly developed areas. Moreover, the necessity of elevating the lines much higher to get over the raised I-205 freeway should be borne in mind. If the lines are undergrounded, then the rather visually unsatisfactory and expensive situation which exists at the east end of the Fremont Bridge where extremely tall poles were constructed to get over bridge approaches could be avoided. If the City of Portland is ever to begin eliminating the adverse impact of all the pole lines throughout the City, not only in residential areas but in business districts, the Lents area could be the start as certainly it is opportune with the necessity of changing the pole lines at this time anyway.

Billboard and Sign Control

I-205 Freeway is not yet protected from an invasion of billboards. The City Planning Commission needs to initiate proceedings so that the Council can enact an "S" Sign Control zone at an early date. The S zone does not allow billboards which can be seen from the freeway and approach ramps. All other freeways in Portland and certain arterials such as Harbor Drive, Barbur and McLoughlin Blvds., and the approaches to all Willamette River bridges are so protected. The Lents business district needs considerable upgrading now and the prohibition of billboards might well be extended to the Foster-Woodstock couplet as well as the freeway.

To avoid extremely high business identification signs, typically adjacent to freeways, action now is also necessary. Either the regulations proposed by the Mayor's Sign Committee governing identification signs throughout the City should be enacted immediately or a special ordinance should be brought in to restrict sign heights in the Lents business district prior to the advent of the I-205 freeway.

Undersized Lots

The widening of Foster Road and the diagonal cross-overs between Foster and Woodstock leave slivers of property causing substandard lot sizes. Owners of these properties would be unable to obtain building permits under the provisions of the density regulations in the Zoning Code. For example, the widening of Foster on the north side where Henry Street curves will mean that the existing shallow lots would be reduced in depth to as little as 40 feet. These would be unsatisfactory building locations even for business development and this is in a business zone. Likewise, the diagonal connecting Woodstock to Foster at Henry Street does make some of the residential lots substandard in area, width and length. The same is evident where the diagonal at 90th Avenue crosses over. In the acquisition and disposal of land the City Real Estate Agent should confer with the staff of the Planning Commission so that these substandard lots can be avoided. It may mean that the City will need to acquire more property in order to consolidate undersized leftover parcels into standard building sites.

The question of property slivers is also evident in examining the right-of-way acquisitions for the I-205 freeway. A procedure should be started between the State Highway Right-of-Way office and the City Planning Staff to examine the entire route of I-205. Unsuspecting buyers may experience hardships and delays after purchasing such leftover property from the State Highway Division when seeking building permits from the City. In fact, some of these hardships don't show up until years later when a present owner may wish to make an addition to his building or change the use or sell to someone else.

In conjunction with traffic improvements, through existing residential areas, the lots reduced in size are jeopardized doubly. The traffic nuisance is introduced into the environment and as well the space helpful toward even a small amelioration of the traffic impact is unfortunately diminished.

Land Use Considerations-Business Center

It is possible that the I-205 interchange at the Lents business district will stimulate new construction and renewal of this area. Some of the businesses now on 82nd Avenue which depend very largely on the tourist trade may seek locations at the interchanges to the I-205 freeway, including the one at Lents. These highway-oriented businesses may improve the prospects for the Lents business district, stimulating some return of the neighborhood service businesses which have left the area in the past 20 years. Likewise, the large area between Mt. Scott and Powell Butte, now almost 100% vacant land, may as it continues to develop for residential use, bring more new customers to Lents business area.

It should be understood, however, that the I-205 freeway interchange together with the speeding up of traffic on Foster and Woodstock may not create a most desirable location for new businesses. These environmental factors together with the fact that the Lents residential area and much of SE Portland near it is a low income area may mean little or no increase in the level of business activity at Lents.

Also, the construction of a freeway interchange near to existing old business districts is not assurance in itself of stimulating new development. An examination of the Minnesota, Baldock and Banfield Freeways in Portland reveals that there has been relatively insignificant impact in stimulating new growth in adjacent existing business districts. In fact, one might conclude that the Minnesota Freeway has been detrimental to the existing businesses on Interstate Avenue and on the cross-streets. Certainly, it has not brought new developments. It appears that the new construction along freeways is attracted primarily to those interchanges where there is ample vacant land. The Boones Ferry Road interchange on the Baldock Fwy. west of Lake Oswego and the Hazeldell interchange at 78th Street north of Vancouver are examples. Yet the interchange at Foster and Woodstock may be in a different category. The freeway is elevated as it approaches this interchange. From the south, it is the first interchange inside the City and the tourist has a widespread view of the

City. He may feel that he will need to get off at this interchange to take care of whatever business was his intention within the City.

These imponderables as to the future of the Lents business area need examination. If there is the prospect of new growth or further deterioration, the direction, quality and layout should be determined in advance and rezoning and renewal plans prepared accordingly. A repetition of 82nd Avenue along Foster and 92nd can hardly be desired by anyone. Yet, the present M3 zoning on Foster would permit just that.

Two obvious rezonings are recommended at this time. The area zoned A2.5 both north and south of Ramona Street which will be caught between the I-205 freeway and the business district should be rezoned for business because an environment satisfactory for residential use would be difficult to maintain in this noisy, busy location. The same can be said for the A2.5 zoned frontage on 90th. These two recommended zoning changes are shown by the accompanying map.

Land Use Considerations - East of Freeway

There is a question as to the future of the area in apartment zoning which lies between the freeway and Dwyer Lumber Company. If the freeway and the couplet do stimulate business opportunities, there will be the demand to change the A1 zone on Foster and the A2.5 zone on Woodstock. A decision on zoning of this frontage has a bearing on the future of the triangular residential area now cut off by the I-205 freeway from its former neighborhood. The Planning Commission's Comprehensive Plan assumes that this environmentally deprived area caught between an elevated freeway, a business arterial, a railroad, and a sawmill cannot be maintained for residential use and should be converted to industrial use. There is some deteriorated housing in the area and some new but relatively low cost housing. There are no sanitary sewers and no effective storm drainage. Yet, it is a low area subject to flooding by Johnson Creek. Only one street is paved to City standards. Some are still dirt.

This triangular area, including streets, measures about 28 acres. Of course, there are a significant number of dwelling units involved. About 65 houses are in the area, obviously populated by people with minimum resources. An industrial development in this location would have its advantages with access both by freeway and by railroad. A case might be made that the low-income Lents area could use more nearby employment opportunities. The Community Renewal Program, adopted by the Council in 1969, recommended that this area be converted to industry by the use of urban renewal powers. It should be developed as an industrial park so that it would be an asset to this community in more ways than one.

March 30, 1973
Lloyd T. Keefe
Job No. 7304
City Engineer's Job No. 12161

PORTLAND CITY PLANNING COMMISSION

Neil Goldschmidt *Mayor*

Hardy Myers Jr. *President*
Rowland S. Reed *Vice President*
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DEPT. OF PUBLIC WORKS
JUN 25 1973
BUREAU OF CONSTRUCTION

June 22, 1973

Mr. James Apperson
City Engineer
1220 SW 5th Avenue
Portland, Oregon

Dear Mr. Apperson:

The City Planning Commission has considered the proposed Foster-Woodstock Couplet at two public hearings, one of which was held in the Lents district on the evening of June 20, 1973, attended by 97 residents and businessmen.

At the June 20, 1973 meeting the City Planning Commission approved the Foster-Woodstock Couplet plan as presented by the City Engineer's Office to the official design hearing June 15, 1973 with these exceptions and additions:

1. That sidewalks on Foster be widened to 8 feet.
2. That sidewalks on 92nd Avenue between Foster and Woodstock be reduced to 8 feet in width.
3. That there will be curb parking on both sides of each street during non-peak hours and on one side of each street during peak hours.
4. That the State and Federal Highway authorities allow the use of the land under I-205 Freeway between Foster and Woodstock at the freeway ramps for off-street parking as is being requested by the Lents Businessmen's Association and further that the State and Federal authorities would assist financially in paving, landscaping and otherwise improving this area so it can be used for off-street parking.
5. That the City Council require that the power, telephone and any other overhead lines be placed underground along Foster, Woodstock and 92nd Avenues at the time of constructing the Foster-Woodstock Couplet.

6. That the acquisition of property for this improvement and the disposal of any unused land be done in such a manner that no lots will become substandard, and therefore unavailable for building, in accordance with the density regulations of the Zoning Code. This may mean the initial acquisition of more land than is actually needed for right-of-way in order to reassemble into standard parcels. Also, it may mean vacating some streets and leaving some land in city-owned open space as is illustrated by the accompanying Replatting and Rezoning Plan.

At the June 20 meeting the Planning Commission also initiated the proceedings for placing the S Signboard Control zone along Foster and Woodstock from 82nd Avenue to the eastern city limits and also along I-205 Freeway for its entire route through the City.

The City Planning Commission requests that this letter be made a part of the record of the official design hearing held June 15, 1973.

The above actions of the Planning Commission are also being transmitted to the City Council.

Very truly yours,

Dale D. Cannady

Dale D. Cannady
Acting Planning Director

DDC/sg
Job No. 7304
City Engineer's Job No. 12161

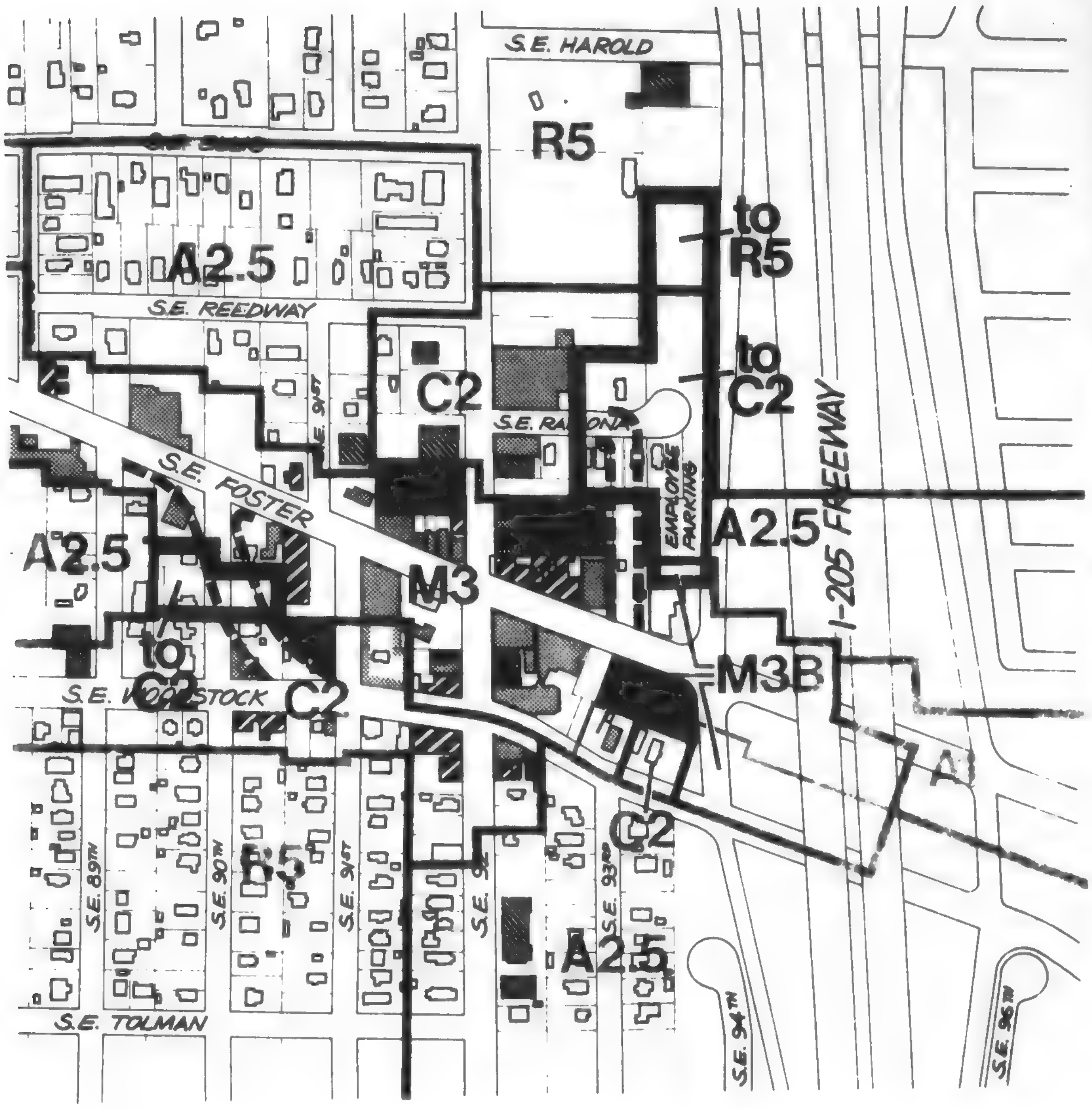
REPLATTING and REZONING PLAN

NORTH 0 100' 200'

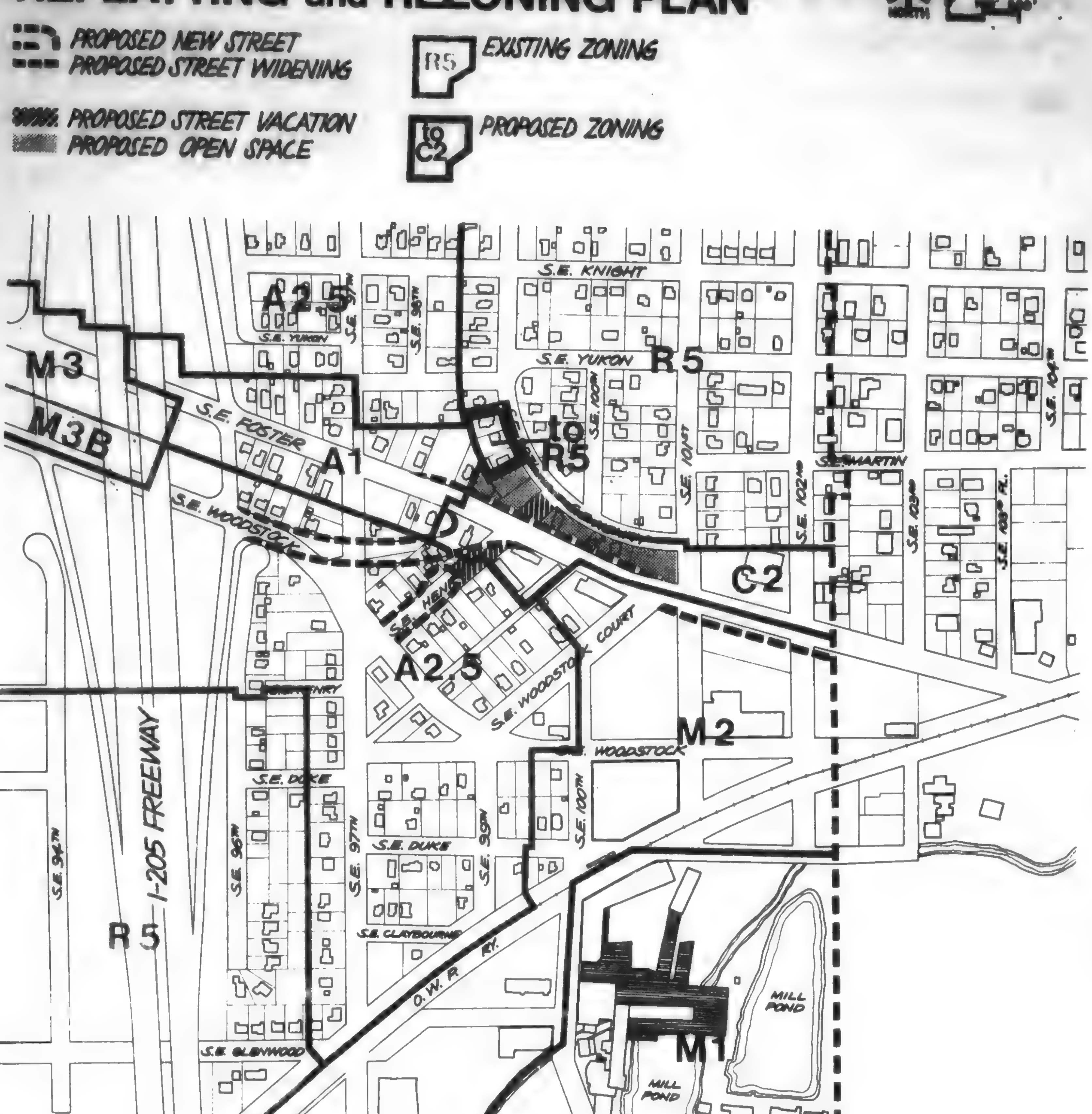
- ▭ *PROPOSED NEW STREET*
- ■ *POTENTIAL PARKING SITES*
- ▒ *PROPOSED OPEN SPACE*

- R5 *EXISTING ZONING*
- to C2 *PROPOSED ZONING*

EXISTING LAND USE
- ▨ *2ND HAND STORES*
- ■ *TAVERNS*
- ▒ *OTHER BUSINESSES*
- ■ *PUBLIC and SEMI-PUBLIC*
- ☐ *RESIDENTIAL*


S.E. HAROLD
R5
to R5
A2.5
S.E. REEDWAY
C2
to C2
S.E. RAMONA
EMPLOYEE PARKING
S.E. FOSTER
A2.5
A2.5
I-205 FREEWAY
M3
M3B
to C2
S.E. WOODSTOCK
C2
C2
A1
R5
S.E. 89TH
S.E. 90TH
S.E. 91ST
S.E. 92ND
S.E. 93RD
A2.5
S.E. TOLMAN
S.E. 94TH
S.E. 96TH

REPLATTING and REZONING PLAN


NORTH
PROPOSED NEW STREET
PROPOSED STREET WIDENING
PROPOSED STREET VACATION
PROPOSED OPEN SPACE
R5
EXISTING ZONING
to C2
PROPOSED ZONING
S.E. KNIGHT
A2.5
S.E. YUKON
S.E. 97TH
S.E. 98TH
M3
R5
S.E. YUKON
S.E. 100TH
S.E. 101ST
S.E. 102ND
S.E. 103RD
S.E. 103RD PL.
S.E. 104TH
M3B
S.E. FOSTER
A1
to R5
S.E. MARTIN
S.E. WOODSTOCK
S.E. HENRY
C2
S.E. WOODSTOCK COURT
A2.5
S.E. HENRY
M2
S.E. WOODSTOCK
S.E. DUKE
S.E. DUKE
S.E. 94TH
S.E. 96TH
S.E. 97TH
S.E. 99TH
S.E. 100TH
I-205 FREEWAY
R5
S.E. CLAYBOURNE
O.W.R. RY.
MILL POND
MILL POND
M1
S.E. GLENWOOD
M2
S.E. COOPER
S.E. 100TH

PUBLIC HEARING

Name: Arlen Berger
(Please Print)
Address: 9202 S.E Foster Road
City: Portland, Ore. Zip Code: 97266
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: Lents Businessman

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: OLIVER CRESTWICK
OR
W.R. GENDRON
(Please Print)
Address: 9202 SE FOSTER Rd.
City: PORTLAND ORE Zip Code: 97266
Do you wish to make a statement: ☑ Yes ☐ No
(Please check one)
Organization Represented: LENT'S BUSINESSMENS ASSO

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: Ernie Gray Appl. Serv.
(Please Print)
Address: 8801 S.E. Foster rd.
City: Portland Zip Code: 97266
Do you wish to make a statement: ☐ Yes ☐ No
(Please check one)
Organization Represented:

Reverse side comments will be made a part of hearing transcript.

We do not approve of Widening any Sidewalks it is not Needed. We are Not Down-town + That Many People ~~do~~ do not have That Many People walk on Foster Ruin our business

PUBLIC HEARING

Name: Ken Garrison
(Please Print)
Address: 5941 S.E. 92nd
City: Portland, Zip Code: 97266
Do you wish to make a statement: ☑ Yes ☒ No
(Please check one)
Organization Represented: Foster Ass.,

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: MEREDITH L. FISHER
(Please Print)
Address: 9230 S.E FOSTER ROAD
City: PORTLAND Zip Code: 97266
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: PROPERTY OWNERS ASSOCIATION

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: Calvin E Felmley
(Please Print)
Address: 6740 S E 112 Ave
City: Portland Ore Zip Code: 97266
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: Owner

Reverse side comments will be made a part of hearing transcript.

I cannot understand why the bend in Road was left between 100th + 101st

Cal Felmley
Owner

PUBLIC HEARING

Name: JOSEPH F JOHNS
(Please Print)
Address: 735 SE MALDEN
City: Port Zip Code:
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented:
S.E uplift.

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: MARK OWENS
(Please Print)
Address: 7325 S.E. 60th
City: PORTLAND Zip Code: 97206
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: FOSTER - BOOSTERS
82ND + FOSTER RD

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: A TANZER
(Please Print)
Address: 8721 SE F[illegible]
City: Portland Zip Code:
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: [illegible]

Reverse side comments will be made a part of hearing transcript.

PUBLIC HEARING

Name: ART STUBBS
(Please Print)
Address: 2424 NE 17th
City: Portland Zip Code: 97212
Do you wish to make a statement: ☒ Yes ☐ No
(Please check one)
Organization Represented: SOUTHEAST UPLIFT
Board of Directors

Reverse side comments will be made a part of hearing transcript.

DEPT. OF
PUBLIC WORKS
JUN 20 1973 10
BUREAU OF
CONSTRUCTION

Terrance Kay Huston
10001 SE Foster Rd.
Portland, Oregon 97266

Foster - Woodstock Couplet

Dear Sir,

Someone at the 15 June Hearing stated the residents were not informed of the meetings

I can not speak for every body - However I know of the three houses on the block - Three of the owners were at the meetings. Two of the owners live on the property and the other owner rents his house.

As it happened I was unloading my truck in front when a man got out of a car and handed me "Your are invited 20 June at the Pal Club" invitation.

Have a nice day
T K Huston

Portland Ore.
June 20, 1973

City of Portland, Ore.
Office of City Engineer and
Oregon State Highway Dept.

RE: Foster Woodstock Couplet
Job # 7304
City Planning Dept.

Dear Sir:

After close consideration of the Portland City Planning Commission staff report of May 1, 1973, Foster Woodstock Cluplet Job. # 7304. Also hearing held at the City Council Chambers on June 1, 1973 and hearing of June 6, 1973, with City Planning Dept. and City Engineers, as to the impact on the business area of Lents. Business has been depressed by all the Federal Highway I 205 removal of residents. With out parking and some accommodations ~~xx~~ for same the area will suffer more damages, to the point that all business's will be forced to move from the area or close.

I am in accordance with the Lents Businessmen's recommendations as to what is needed at this time, as to parking and sidewalks etc.

I presently own two property locations on Foster Rd. 9213, 9217, 9227, all rentals in one building and 9231. Which have a frontage of 185 feet. These properties are leased at this time, but our tenants are very concerned as to what is happening to parking etc. as they have a big responsibility facing them, as well as my self. These properties are my source of revenue.

I also have a rental at Ramona 9232, that would be affected if part of this program is consumated on lot parking. So you can understand my involvement in the matter. I defnitely feel due consideration must be given to the area.

Thank you kindly for you consideration to the above matter.

Very truly

Robert J.

Robert J. Guy
P.O. Box 66364
Portland, Ore. 97266

RECEIVED
JUN 21 1973
CITY ENGINEER

June 24, 1973

Portland City Hall Annnex

Attn: Mr. Wayne J. Oberding

Dear Sir:

I hereby set down in writing my objection to the East Foster Road - Woodstock Couplet.

Starting at 97th Avenue the concept of design has made all bends in the road greater by taking property on the wrong side of the street to get the width for the new road.

They should take the West corner on Foster of Block# 3, and the East corner of Block # 10. This would straighten out the road without working a hardship on any property owner.

If the road goes as designed now it will cost me a good amount of rent which I will have to be compensated for.

DEPT. OF PUBLIC WORKS
JUN 25 1973
BUREAU OF CONSTRUCTION

Cal Felmley
Owner # 10 Block

10013 S. E. Knight
Portland, Oregon 97266
June 24, 1973

City Engineer
City Hall
Portland, Oregon

Dear Sirs:

We have lived in this house for 18 years and we are not too keen about what the Highway Dept. is doing for the neighborhood. From the looks of things from here, things don't seem too bright for the future either.

First the school and now the business district of Lents. They really get right to the heart of things.

What provision can be made for parking in the area? We would like to see the 5' curbs left for parking at least on one side of the street. If the whole area couldn't be used because of the ramp, perhaps most of it could be preserved for curb parking. Could use the other side anyway.

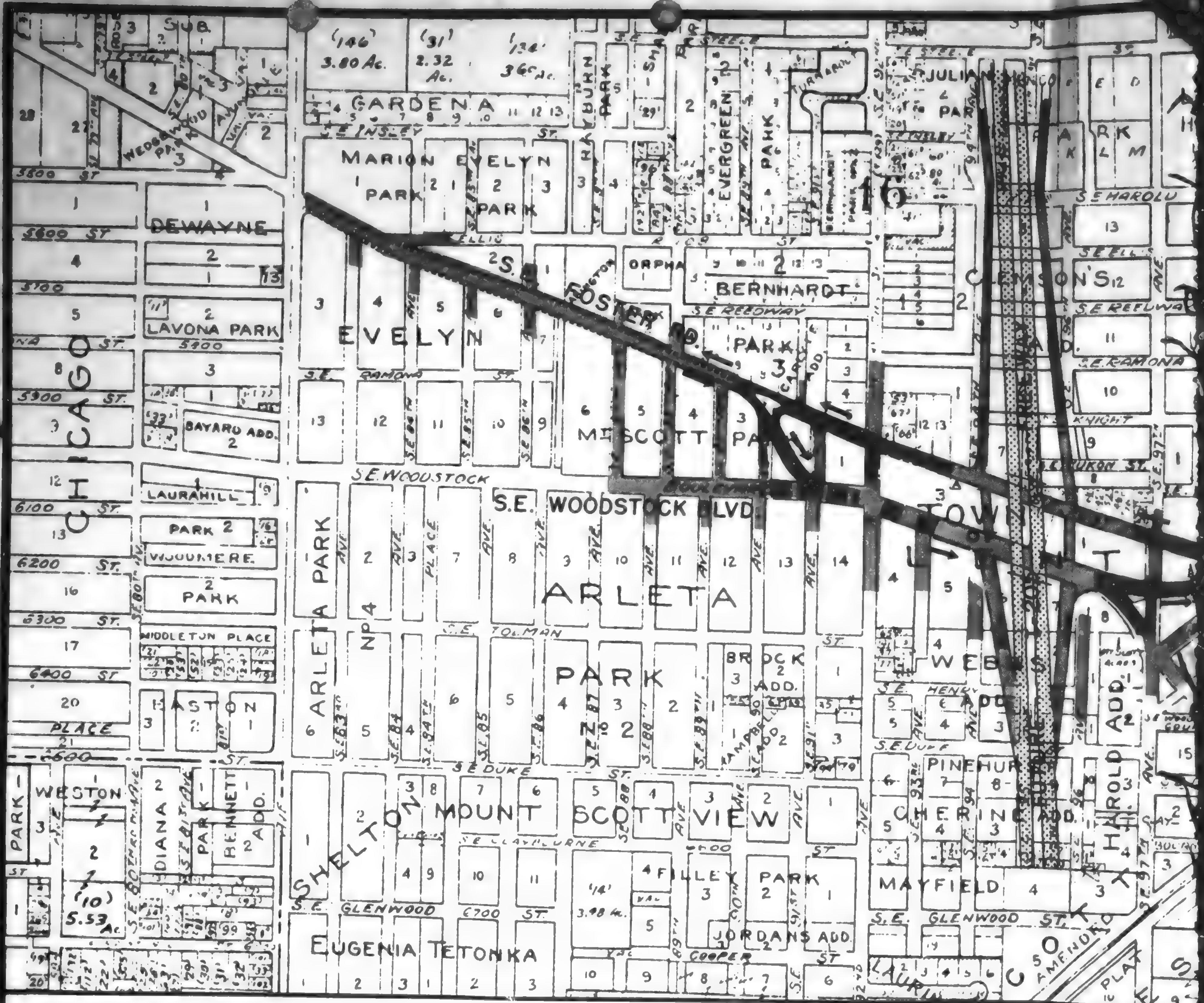
Development of the area under the freeway as it goes over Woodstock and Foster would be ideal. I'm sure it would be used more for "park and ride" traffic than is now thought. It is almost a necessity for businesses in the area.

We, personally, do not think that "no ramps" is the best idea somebody put forth because of the distance involved between Flavel and Powell.

In these days it is hard engough for the small business man to maintain his independence. We say, "Bless him and give him a long life." We hope the freeway will not bury him.

Thank you for your courtesy.

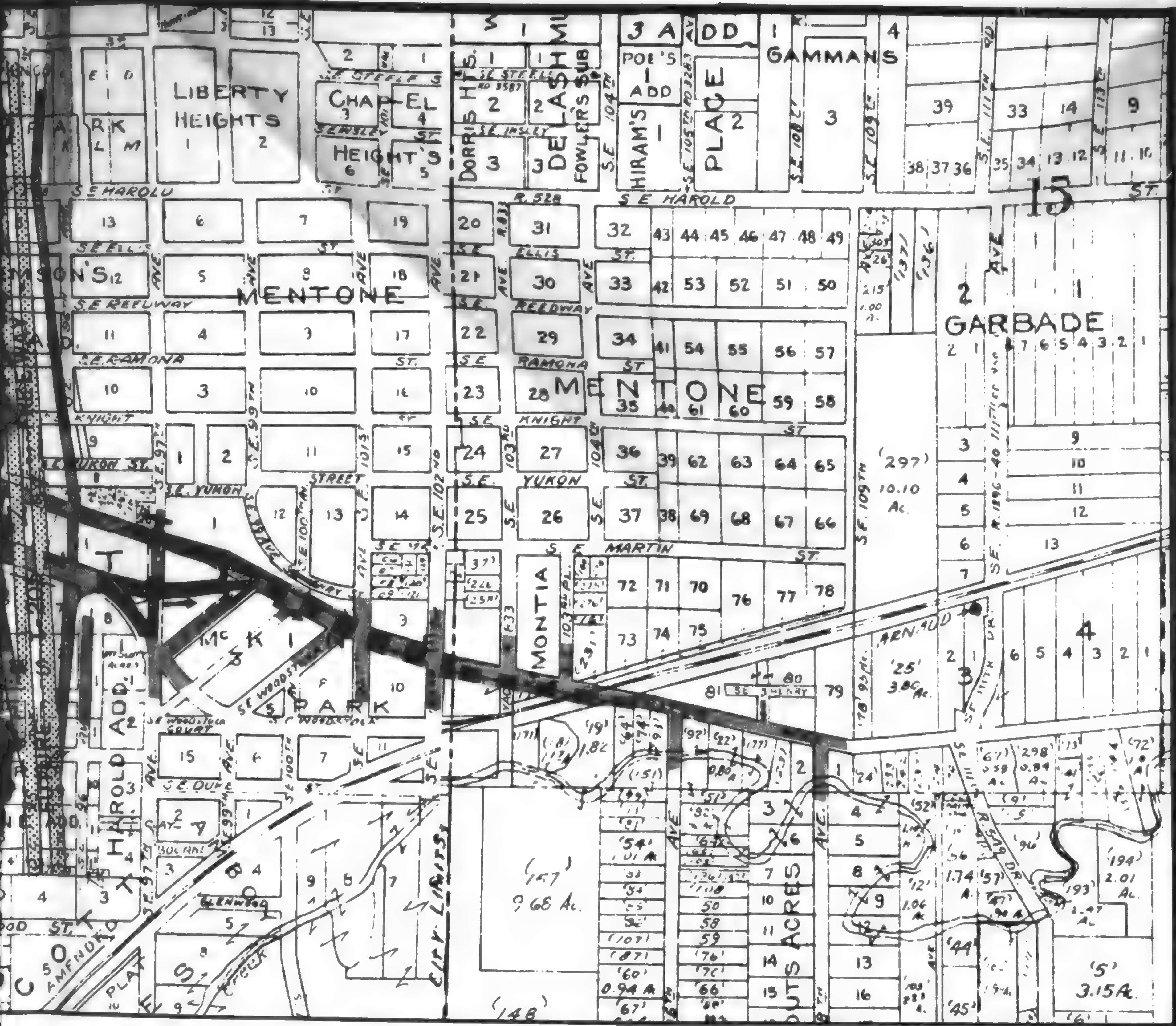
Sincerely,
Mr + Mrs E.N. Treadaway
Mr. and Mrs. E. N. Treadaway


GARDENA
MARION EVELYN PARK
DEWAYNE
LAVONA PARK
BAYARD ADD.
LAURAHILL
PARK
WOODMERE
MIDDLETON PLACE
EASTON
CHICAGO
EVELYN
S.E. FOSTER RD.
BERNHARDT
MT. SCOTT PARK
S.E. WOODSTOCK BLVD.
ARLETA PARK
ARLETA
ARLETA PARK NO. 2
BROCK ADD.
WEBB'S ADD.
CLEMSON'S
EVERGREEN PARK
JULIAN
TOWN
PINEHURST
CHERINE ADD.
HAROLD ADD.
MAYFIELD
WESTON
DIANA
PARK
BENNETT ADD.
SHELTON
MOUNT SCOTT VIEW
FILLEY PARK
JORDANS ADD.
EUGENIA TETONKA
S.E. DUKE
S.E. TOLMAN
S.E. GLENWOOD ST.
S.E. CLAYBOURNE
S.E. RAMONA
S.E. REEDWAY
S.E. ELLIS
S.E. INSLEY
S.E. STEELE
S.E. HAROLD
S.E. KNIGHT
S.E. YUKON ST.
S.E. HENRY
S.E. COOPER
3.80 Ac.
2.32 Ac.
5.53 Ac.
3.98 Ac.
16

CORRIDOR AND DESIGN HEARING MAP

S.E. FOSTER ROAD / S.E. WOODSTOCK BLVD. CO

F.A.U. NO. 1073 HIGHWAY
MULTNOMAH COUNTY
OREGON


LIBERTY HEIGHTS
CHAPEL HEIGHTS
DORRIS HTS
DELASHMUTT
FOWLER'S SUB
POE'S 1 ADD
HIRAM'S 1 PLACE
GAMMANS
MENTONE
GARBADE
MONTIA
HAROLD ADD
MC KINLEY PARK
CITY LIMITS
OUTS ACRES
S.E. HAROLD
S.E. ELLIS ST.
S.E. REEDWAY
S.E. RAMONA ST.
KNIGHT
S.E. YUKON ST.
S.E. MARTIN ST.
S.E. STEELE ST.
S.E. INSLEY ST.
S.E. ARNAUD
S.E. DUKE
GLENWOOD
S.E. WOODSTOCK
15

G MAP

BLVD. COUPLET

LEGEND

▨ Existing Pavement to Remain

▨ Partial Reconstruction

■ New Construction

N

City of Portland

Office of the City Engineer June 1973

Affidavit of Publication

6-8-73

STATE OF OREGON, COUNTY OF MULTNOMAH,—ss.

I, **I. J. CAPLAN**, being first duly sworn, depose and say that I am the Manager of THE DAILY JOURNAL OF COMMERCE, a newspaper of general circulation as defined by ORS 193.010 and 193.020; published at Portland in the aforesaid County and State; that the

NOTICE OF PUBLIC HIGHWAY HEARING
Improvement of SE Foster Rd. & Ad No. 8092
S.E. Woodstock Blvd.

a printed copy of which is hereto annexed was published in the entire issue of said newspaper

for two ~~successive and consecutive~~ times in the following issues:

May 15 & June 8, 1973

Case
No.

Subscribed and sworn to before me this 8th day of June 1973

Notary Public for Oregon
My Commission Expires Dec. 4, 1973

This portion may be detached.

CITY OF PORTLAND
1220 S.W. 5th Ave.
Portland, Oregon 97204
Attn: Mr. Wayne J. Oberding, P.E.

NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of Portland, Oregon proposes to hold corridor-design hearings pertaining to the improvement of SE Foster Road and SE Woodstock Blvd. between approximately SE 89th Avenue and approximately SE 106th Avenue, all lying within Multnomah County, Oregon, with that portion lying westerly of 103rd Avenue, lying within the City of Porrland, Oregon.

The proposal consists of reconstructing SE Foster Road between SE 89th Avenue and approximately SE 106th Avenue, constructing connecting roadways between SE Foster Road and SE Woodstock Blvd. at approximately SE 90th Avenue and SE Henry Street. The proposal consists of the resurfacing of SE Woodstock Blvd. between SE 91st Avenue and SE 97th Avenue, the conversion of SE Foster Road and SE Woodstock Blvd. to a one-way couplet between SE 90th Avenue and the intersection at SE Henry Street with SE Foster Road, and the widening of SE Foster Road between SE Henry Street and SE 106th Avenue.

An informal informationa hearing will be held with plans for the proposal on display, in Room 321 of the City Hall in Portland, Oregon, between the hours of 1:00 P.M. and 6:00 P.M. on Friday, June 15, 1973. Interested persons may examine the plans and pertinent information. Engineering and Right of Way personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

The formal public hearing pertaining to the corridor-design features will be held in the City Council Chambers in City Hall, Portland, Oregon on Friday, June 15, 1973, beginning promptly at 7:00 PM, at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right of way and construction will be discussed at the formal hearing along with relocation assistance programs available to those persons who may be affected by the proposal.

A statement regarding the environmental effects this proposed project will have on the area is available at the City Engineer's office in City Hall or in the Multnomah County Department of Public Works office at 2115 SE Morrison Street, and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Wayne J. Oberding at 248-4116.

LLOYD [illegible]
Commissioner of Public Works,
City of Portland, Oregon.

Published May 15 & June 8

8092-21

NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of Portland, Oregon proposes to hold corridor-design hearings pertaining to the improvement of SE Foster Road and SE Woodstock Blvd. between approximately SE 89th Avenue and approximately SE 106th Avenue, all lying within Multnomah County, Oregon, with that portion lying westerly of 103rd Avenue, lying within the City of Portland, Oregon.

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LLOYD E. ANDERSON
Commissioner of Public Works
City of Portland, Oregon

In the ______________ Court of the State of Oregon
for the County of Multnomah

____
______________________________ Plaintiff

vs.

____
______________________________ Defendant

Affidavit of Publication

STATE OF OREGON
} ss
County of Multnomah ______________________

I, D.M. MOBLEY being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for ONE successive and consecutive ISSUE on the following dates:

JUNE 8, 1973

D.M. Mobley
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 21ST day of JUNE 19 73

Evelyn F.
Notary Public for Oregon

My Commission Expires July 8, 1975

My Commission expires: ______________________

F-1703

LEGAL NOTICE

NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of Portland, Oregon proposes to hold corridor-design hearings pertaining to the improvement of SE Foster Road and SE Woodstock Blvd. between approximately SE 89th Avenue and approximately SE 100th Avenue all lying within Multnomah County, Oregon, with that portion lying westerly of 103rd Avenue, lying within the City of Portland, Oregon.

The proposal consists of reconstructing SE Foster Road between SE 89th Avenue and approximately SE 106th Avenue, constructing connecting roadways between SE Foster Road and SE Woodstock Blvd. at approximately SE 90th Avenue and and SE Henry Street. The proposal consists of the resurfacing of SE Woodstock Blvd. between SE 71st Avenue and SE 97th Avenue, the conversion of SE Foster Road and SE Woodstock Blvd. to a one-way couplet between SE 90th Avenue and the intersection at SE Henry Street with SE Foster Road, and the widening of SE Foster Road BETWEEN SE Henry Street and SE 106th Avenue.

An informal informational hearing will be held with plans for the proposal on display, in Room 321 of the City Hall in Portland, Oregon, between the hours of 1:00 PM and 6:00 PM on Friday, June 15, 1973. Interested persons may examine the plans and pertinent information. Engineering and Right of Way personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

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LLOYD E. ANDERSON
Commissioner of Public Works
City of Portland, Oregon

In the ____________ Court of the State of Oregon
for the County of Multnomah

____

____________________ Plaintiff

vs.

____

____________________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah ____________ } s.s

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MAY 15, 1973

DM Mobley
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 13TH day of JUNE 1973

Notary Public for Oregon

My Commission expires: My Commission Expires July 8, 1975

F-1703

NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of Portland, Oregon proposes to hold corridor-design hearings pertaining to the improvement of SE Foster Road and SE Woodstock Blvd. between approximately SE 89th Avenue and approximately SE 105th Avenue, all lying within Multnomah County, Oregon, with that portion lying westerly of 103rd Avenue, lying within the City of Portland, Oregon.

The proposal consists of reconstructing SE Foster Road between SE 89th Avenue and approximately SE 105th Avenue, constructing connecting roadways between SE Foster Road and SE Woodstock Blvd at approximately SE 90th Avenue and SE Henry Street. The proposal consists of the resurfacing of SE Woodstock Blvd. between SE 91st Avenue and SE 97th Avenue, the conversion of SE Foster Road and SE Woodstock Blvd. to a one-way couplet between SE 90th Avenue and the intersection at SE Henry Street with SE Foster Road, and the widening of SE Foster Road between SE Henry Street and SE 105th Avenue.

An informal informational hearing will be held with plans for the proposal on display, in Room 321 of the City Hall in Portland, Oregon, between the hours of 1:00 P.M. and 5:00 P.M. on Friday, June 15, 1973. Interested persons may examine the plans and pertinent information. Engineering and Right of Way personnel will be present to discuss the proposal, including relocation assistance programs with those persons who may be affected by the project.

The formal public hearing pertaining to the corridor-design features will be held in the City Council Chambers in City Hall Portland, Oregon on Friday, June 15, 1973 beginning promptly at 7:30 P.M., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right of way and construction will be discussed at the formal hearing along with relocation assistance programs available to those persons who may be affected by the proposal.

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If any questions arise pertaining to this matter, please contact Wayne J. Oberding at 243-4116.

LLOYD E. ANDERSON
Commissioner of Public Works
City of Portland, Oregon

In the __________ Court of the State of Oregon

for the County of Multnomah

__________ Plaintiff

vs.

__________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah } ss

I, D.M. MOBLEY
being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregon
Journal, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in
the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which
is hereto annexed, was published without interruption in the entire and regular issues of The Oregon
Journal for ONE successive an
consecutive ISSUE on the following dates:
JUNE 8, 1973

D M Mobley
Principal Clerk Of The Publish

Subscribed and sworn to before me this 22ND day of JUNE 19

Notary Public for Oregon

My Commission Expires July 8, 1975

My Commission expires:

F-1703

In the ______________ Court of the State of Oregon
for the County of Multnomah

____

______________________ Plaintiff

vs.

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______________________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah } ss.

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MAY 15, 1973

Principal Clerk Of The Publisher

Subscribed and sworn to before me this 13TH day of JUNE 1973

Notary Public for Oregon

My Commission expires: My Commission Expires July 8, 1975

F-1703

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If any questions arise pertaining to this matter, please contact Wayne J. Oberding at 248-4116.

LLOYD E. ANDERSON
Commissioner of Public Works
City of Portland, Oregon

8064

FORM S-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE June 1, 1973

TO Louis C. Grothaus
District R/W Supervisor

ORIGINAL SIGNED
J. B. BOYD

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Foster - Woodstock Couplet
Public Hearing - June 15

NOTED
A. E. JOHNSON

Mr. Wayne Oberding, State Highway Coordinator, City of Portland, has requested us to assist them in the public hearing process on June 15.

Would you please appear at the public hearing and cite the methods of purchasing the property and administering the relocation benefits inasmuch as we will be the acquiring agency.

On June 15 from 1:00 p.m. until 6:00 p.m. an informal hearing will also be held in room 321 of the City Hall. Please have personnel available along with the usual information leaflets to explain the acquisition and relocation processes.

JBB:JP
cc A. E. Johnson
R. N. Bothman
Si Cox
Wayne Oberding

RECEIVED
STATE HWY ENGR
JUN 4 '73
REFER TO
FOR

80 64

May 16, 1973

Columbia Region Association of Governments
6400 S.W. Canyon Court
Portland, Oregon 97221

Lane Council of Governments
135 6th Avenue East
Eugene, Oregon 97401

Mid Willamette Valley Council of Governments
19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

As you know we are currently proceeding under the Congressional "Urban System" allocations for fiscal year 1972 and fiscal year 1973. The allocation to Oregon was $800,000 for each year.

If projects are not advanced to the stage where the Federal Highway Administration approves the plans, specifications and estimates (P.S. & E.) within two years following the year of the allocation, the funds will lapse. Unused funds for fiscal year 1972 will, therefore, lapse July 1, 1974 and fiscal year 1973 funds will lapse July 1, 1975.

Four projects have been approved by the Highway Commission and the Federal Highway Administration. Those of you who are concerned with the following projects should do everything possible toward progressing the project to the P.S. & E. to avoid losing the funds. These projects are:

1. 89th Avenue-106th Avenue (Portland)
   Section - FAU 1073
2. S.W. Stephenson Street-S.W. Lower
   Boones Ferry Road (Lake Oswego)
   Section - FAU 1017
3. Mission Street-Bellevue Street
   (Salem) Section - FAU 3074
4. 29th Avenue-Alder Street (Eugene)
   Section - FAU 5104

It is possible that they will not advance quickly enough to obligate fiscal year 1972 funds before the lapsible date.

It now appears that Congress, in the 1974 Highway Bill, will continue Federal Aid Urban System funding at an increased rate. In order for these funds to be properly utilized, Councils of Governments in urbanized areas should now be considering and selecting projects which qualify for federal aid in order that preliminary engineering can begin immediately. If major right of way acquisition is necessary, or if any right of way involves a 4F determination (such as park land), the lead time can easily lengthen to three years or more.

Each urbanized area in the State should, as soon as possible, submit additional Urban System projects for consideration. These projects can be advanced to the preliminary engineering stage and funds currently available can, therefore, be obligated prior to the lapsible date.

We urgently solicit additional Urban System projects at this time to insure the full use of existing allocated funds. Bar charts showing the time involved from project inception to P.S. & E. approval of the FHWA, for two of the above projects, are included to illustrate the necessary lead time.

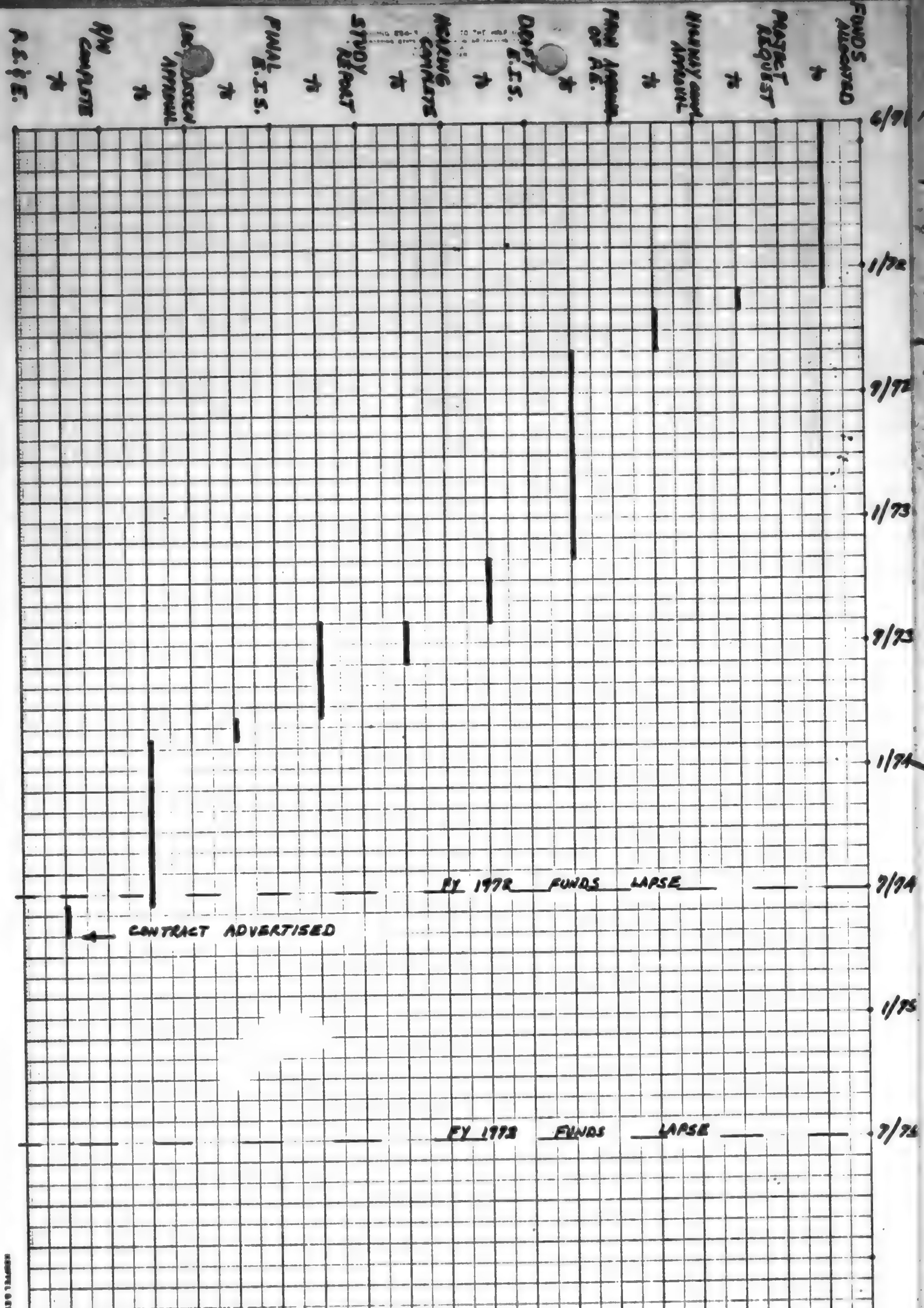
Mr. Richard Unrein of our County-City Section is available to work with you at your request.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

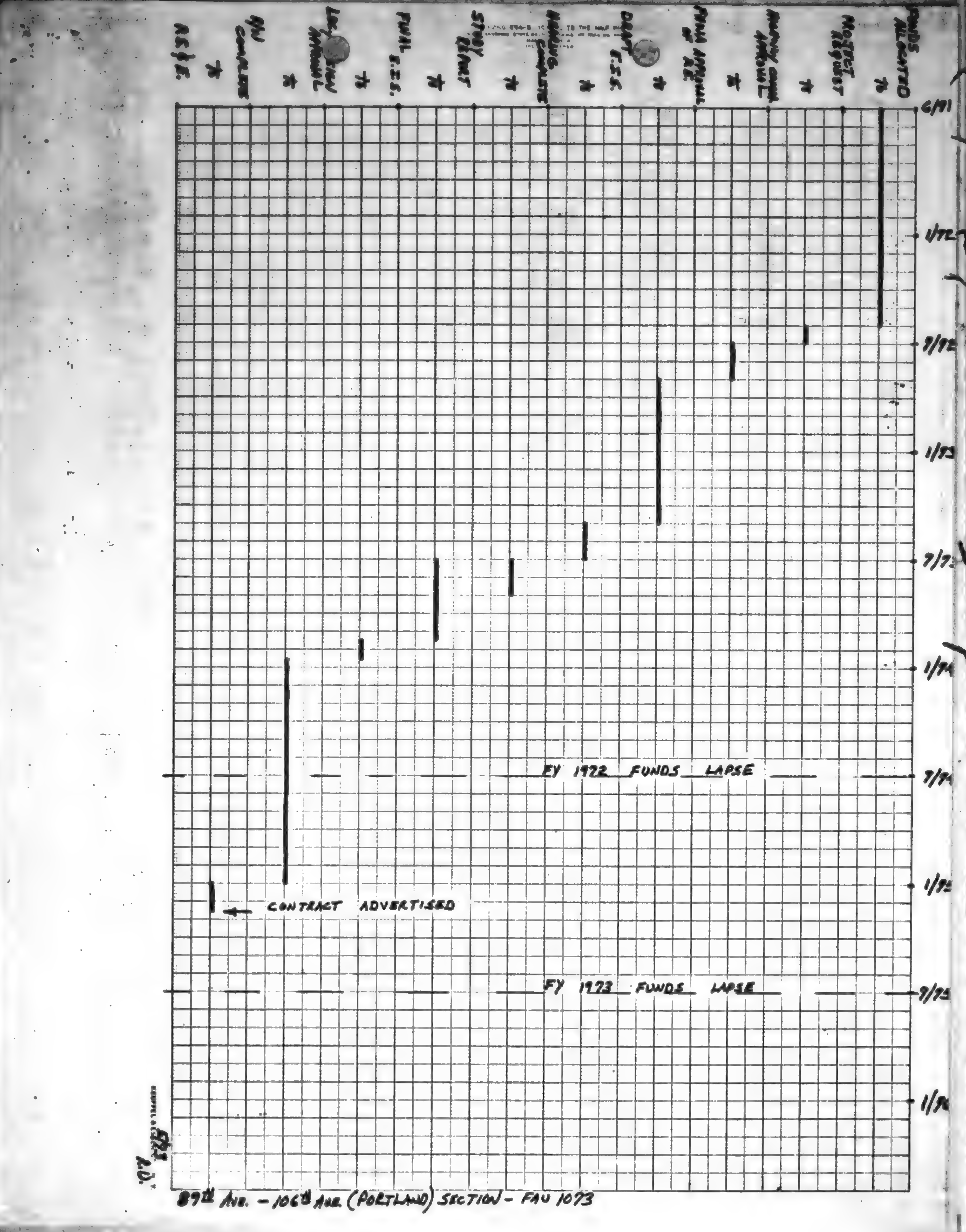
ESH:jf
Attachment
cc: League of Oregon Cities
Association of Oregon Counties
Clackamas County
Multnomah County
Washington County
Marion County
Polk County
Lane County
City of Gladstone
City of Lake Oswego
City of Milwaukie
City of Oregon City
City of West Linn
City of Gresham
City of Portland
City of Beaverton
City of Hillsboro
City of Tigard
City of Salem
City of Eugene
City of Springfield

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
H. S. Cox
L. H. Young
V. E. Skoog



MISSION ST. - BELLEVUE ST. (SALEM) SECTION - FAU 3094

5/73
R.U.



89th Ave. - 106th Ave. (Portland) Section - FAU 1073

7AU

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
1220 S.W. 5TH AVENUE

April 20, 1973

Oregon State Highway Division
County-City Section
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox
County-City Engineer

Subject: Relocation Plan Foster/Woodstock Couplet FAU-1073

Gentlemen:

Submitted herewith are two (2) copies of a relocation plan for the subject project to accompany the draft environmental statement previously submitted to your office. The subject plan was compiled at my request by the Highway Division Metropolitan Right-of-Way Section.

I trust this plan will meet the requirements of the Federal Highway Administration.

Very truly yours,

Wayne J. Oberding
WAYNE J. OBERDING
Project Manager

WJO:jd

cc: James L. Apperson
City Engineer

4/23/73
Copy to Stu. Couper

RECEIVED
COUNTY & CITY SECTION
APR 2 0 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ DE ☒ RPE ☐

RELOCATION PLAN

Foster-Woodstock Couplet

I. INTRODUCTION

In order to provide easy access for traffic to the East Portland Freeway (I-205), the Foster-Woodstock Couplet has been proposed. Construction and relocation done on the project will be a combined effort involving the City of Portland, Multnomah County and the State of Oregon.

As with many public works improvements, some residential and business relocation will occur because of the project. To examine relocation needs, to present the possible problems arising from displacement, and to outline steps which will be taken to provide ease in relocation, this report is presented.

II. RESIDENTIAL RELOCATION

A. Specific Relocation Responsibilities

The Oregon State Highway Division (O.S.H.D.) will have responsibility for residential relocation done on the Foster-Woodstock project.

Six staff members are assigned to the O.S.H.D. Metropolitan Section's Relocation unit, located in Portland. Five are involved in all phases of relocation work, while one member is concerned exclusively with Relocation Advisory Assistance.

In carrying out its responsibilities to aid displacees, the Relocation staff must perform the following specific functions:

- Keep local residents informed of project developments and assist with problems arising from possible relocation.

- Inform displacees of their rights and benefits under Relocation law and explain the methods used to arrive at the specific monetary benefit being paid.

- Interview residents being displaced to determine specific replacement dwelling requirements. Acceptable replacement dwellings must conform to the Decent, Safe and Sanitary standards established in Relocation law.

- Maintain a current inventory of rental and sale housing available on the market and make this information available to all displacees.

- Provide Relocation Advisory Assistance whenever needed. This involves doing whatever becomes necessary to physically aid the displacee in locating replacement property. Such assistance has been of special value to the aged and infirm who are unable to search the market themselves for available housing.

- Inspect the replacement dwelling to insure that needs of the displacee and required standards for Decent, Safe and Sanitary housing are met.

- Provide Relocation Advisory Assistance for displaced businesses and non-profit organizations. Provide information concerning their rights under relocation, help in completing the required forms for moving expenses and any incidental help which might be necessary to successfully complete relocation.

B. Abbreviated Relocation Procedure

Every residential owner-occupant to be displaced by the project will be contacted by a member of the Relocation staff. At this meeting, the occupant will be given a copy of the State Highway Division pamphlet on relocation, Form E-772, which explains:

- Eligibility for and limits of moving expenses paid by the State. There are explanations of both schedule move and move by commercial carrier allowances.

- Explanation of the State's policy on storage of personal property.

- Eligibility and basis for payment of Replacement Housing Benefits to both owner and tenant occupants.

- Procedure for the appeal of Relocation Benefits.

At the same time, the Relocation Agent will review this pamphlet with the occupant to insure his understanding.

At this meeting the agent will also obtain information necessary to complete the relocation process and to guarantee that all relocation needs of the displacee will be met. The interview will determine:

- Number, age and sex of persons occupying the dwelling.

- Whether the displacee intends to rent or purchase replacement housing.

- Desired area of relocation.

- In the case of a tenant-occupant, the amount of monthly contract rent paid in relation to gross monthly wage.

During the meeting, tenant-occupants will be alerted that to insure their eligibility for replacement housing and moving benefits they should not move until notified that negotiations have begun with the owner. Owner-occupants are cautioned to sell only to the State if they wish to remain eligible for Relocation Benefits.

According to the Uniform Relocation and Real Property Acquisition Policies Act of 1970, occupants of a property acquired by the State must be given at least a 90-day notice. When the Acquisition Agent delivers his letter of offer-benefit to the occupants, the 90-day notice is included. When the

State's option to buy is signed by the owner and accepted by the State Highway Commission, a specified time for possession, stated in the option, will become effective.

C. Relocation Benefits

The Highway Division participates in two types of replacement housing payments plus down payment, moving and incidental cost benefits.

1. Relocation Housing Payments

On an owner-occupied residence of 180 days or more, a Replacement Payment is provided if the acquisition price of the unit would be insufficient to purchase a comparable replacement dwelling. To arrive at the amount of this payment, one of two methods will be used:

a. Area-wide study: In the Portland area, where there are a sufficient number of residential properties for sale, properties with definable characteristics (i.e. number of bedrooms, age, living area) are taken from the multiple listing sources and classified, using an index number for each characteristic. The properties are then grouped into their geographic areas (i.e. Northeast, Southeast, etc.). When the individual asking prices in a certain class of dwelling are averaged, a probable selling price can be established for a house of that type in the given area.

If the acquisition price for a unit of property being acquired is less than its replacement value, as indicated by the study, a housing additive totaling the difference (up to a maximum of $15,000) can be paid.

b. Three Comparable Method: When there is a certain type of dwelling not meeting the characteristics covered by the study, or when an individual relocatee has a special need, a determination of market value may be made by analyzing the list prices of at least three dwellings comparable to the unit being acquired. As in the area-wide study, if the figure arrived at by this method is higher than the price paid, a replacement housing payment is indicated.

2. Rental Housing Payments

Rental Housing Payments are made to tenants and to owner-occupants of at least 90 days, if the occupant chooses to rent instead of buy a replacement dwelling. The amount of the payment is determined by:

a. The Three Comparable Method, using rental units available on the market, equal to or better than the subject and in Decent, Safe and Sanitary condition. If it is found that the rent on a replacement unit will exceed the displacee's contract or economic rent, an additive equal to 48 times that difference will be paid. If an owner-occupant of 180 days or more chooses to rent rather than buy, the amount of the rental housing payment may not exceed the amount determined in part 1a. above.

b. When a tenant is paying more than 25% of his gross income for rent, a special benefit formula (below) is used to determine the rental housing payment. This same formula is applicable to an owner-occupant when the economic rent for the acquired dwelling exceeds 25% of his gross income:

48 x rent for comparable D.S.S. replacement - 12 x gross monthly earning

The total rent supplement paid to one displacee cannot exceed $4,000, and is payable in four equal annual installments if it is over $500; otherwise, it is paid in one lump sum.

3. Down Payment

A down payment benefit is made to tenants in residence over 90 days who wish to purchase their replacement, and to owner-occupants of more than 90 days residence but less than 180 days. The benefit payment will be the amount necessary as a down payment on a comparable Decent, Safe and Sanitary replacement unit if such purchase is financed with a conventional loan.

The State will pay 100% of the down payment amount up to $2,000, and 50% of any excess up to $4,000, providing the relocatee pays the remaining 50%. If, for example, it was determined that a down payment benefit would be $3,000, the State would pay $2,000, plus an additional $500 if the displacee paid the remaining $500. In any case, the State would pay the first $2,000.

4. Incidental and Moving Cost

In addition to the above mentioned benefits, the State will pay incidental expenses (closing costs) normally borne by the purchasing displacee. This will not include prepaid taxes and insurance. The costs to be paid may include legal closing and related costs, recording fees, escrow fees and certain others normally paid by the purchaser.

To a displaced owner-occupant of more than 180 days, the State will, when certain limiting conditions are present, pay the difference in interest between an existing mortgage and a new mortgage incurred to finance the replacement unit. For the owner-occupant of more than 180 days, the combined total of the replacement housing payment, incidental costs and increased interest payment may not exceed $15,000.

Moving costs are paid by the State to move the displacee up to a maximum straight line distance of 50 miles. The displacee may claim costs on either an actual cost basis in which a commercial mover is employed, or on the basis of a pre-determined schedule in which case his benefit will be computed on the number of rooms of furniture to be moved. Should the displacee choose to move himself, the State will pay according to this schedule or by the actual moving cost supported by receipted bills, but the total may not exceed the State's estimated cost to move by commercial carrier.

In addition to the schedule moving costs, a dislocation allowance of $200 will be paid. (It should be noted here that no benefits paid to relocatees by the State are subject to income tax).

D. Appeal Procedure

Any displaced person who is dissatisfied by a determination of relocation eligibility or with the amount of relocation benefit has the right to be heard by a relocation appeals board.

Request for appeal hearings must be submitted in writing no more than one year after the date of displacement. Appeal forms may be secured from the Right of Way Agent handling the property acquisition.

The appeal board will consist of the Right of Way Engineer and the Condemnation Supervisor of the Highway Division. The displacee will be given full opportunity to state his complain before this board.

A prompt decision will be given, with reasons supporting the result reached. Appellants who are dissatisfied with the decision of the board may make a final appeal, in writing, to the Administrator of the Highway Division in Salem.

E. Relocation Assistance

As noted throughout this section, the Right of Way staff provides help and assistance in all cases to displacees from any project. Primarily this is to find a suitable replacement unit, but any other needs are considered. Some examples would be: providing transportation; assisting elderly people in moving to care facilities; helping prepare forms; etc.

F. Corridor Information

1. Geographic Description

The Foster-Woodstock Couplet will provide a one way grid system through the area of the I-205 Freeway in order to facilitate an orderly flow of traffic. Southeast Foster Road and S.E. Woodstock Boulevard will be utilized from approximately S.E. 86th Avenue Easterly to S.E. 106th Avenue (see exhibit "A" attached). While much of the project will involve only the widening of Foster Road to accommodate added traffic, some new road construction will occur primarily from S.E. Foster Road and 90th Avenue in a Southeasterly direction to S.E. Woodstock Boulevard and 91st Avenue, and from S.E. Woodstock and 97th Avenue in a Northeasterly direction to S.E. Foster Road and Henry Street.

2. Demographic Description

The design as it stands now will acquire 26 land parcels, most of which will be partial acquisitions. Until the design is finalized and appraisals are made of the subject properties, it is impossible to say which properties will be total acquisitions. However, for the purposes of our relocation plan we will estimate the highest possible number to be displaced. They will include six single family residences, two multi-family dwellings, three businesses and affect a total of 35 people living in the area.

To create a profile of the neighborhood, a house to house survey was taken in early April, 1973, covering those families most likely to be affected. All families involved were contacted and all responded to the survey questions.

To assess capacity of the various dwellings to be displaced, houses were grouped both by number of bedrooms and by total number of rooms:

Number:	1	2	3	4	5	6	7	8
Total by Bedroom	4	2	2	2				
Total by Room			3	1	3	0	2	1

Seven of the dwelling units were rental units, two were being purchased by the occupant and one was owned free and clear. When asked what the approximate monthly mortgage or rent payment was, answers were as follows:

0	$1-49	$50-74	$75-99	$100-124	$125-149	$150-174
2	1	2	2	1	1	1

Of the two who responded "0", one owned free and clear, the other pays only utility bills and lives with relatives.

Regarding stability, over half (6) have lived in the area five years or less compared to only two having lived there over ten years.

The majority of residents to be displaced are in low income brackets. When asked, "For all those who live here most of the time, what was the approximate total gross income as declared on last year's U.S. Income Tax form?", responses were:

0 - $4,999	$5,000 - 9,999	$10,000 - 14,999
3	5	2

Finally, when asked whether they would prefer to buy or rent a replacement dwelling if relocated, answers were:

Rent: 3 Buy: 6 Undecided: 1

G. Availability

1. Statement of Policy

Oregon Revised Statute, Chapter 281, as passed by the 1971 Legislative Assembly, permitted compliance with the Federal Relocation Assistance and Real Property Acquisition Policies Act of January 2, 1970. All persons being displaced by State Highway projects, whether right of way is acquired with State or Federal funds, and regardless of the class of highway from which the displacement occurs, are eligible for relocation assistance and payments.

No person will be required to move from his dwelling unless the State has assured that within a reasonable period of time prior to displacement there will be made available a comparable replacement dwelling. In addition, construction will be scheduled so that no one will be required to move without at least a 90 day written notice.

"Made Available", as used above, means that the displacee has, by himself, obtained the right of possession to replacement housing or that the State, through its relocation assistance program, has offered a comparable Decent, Safe and Sanitary replacement dwelling, available for immediate occupancy. "Construction", as used, means that part of the construction project which requires the actual displacement of the occupant, not the preliminary activities (i.e. surveying) which can efficiently and practically be conducted without displacement.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex or national origin and consistent with Title VIII of the Civil Rights Act of 1968.

2. Comparability

The State makes every effort to insure that displacees are relocated in housing comparable to the original dwelling. To be considered comparable, a replacement must be:

a. Decent, Safe and Sanitary (D.S.S.) based on the definitions of the Federal Highway Administrator. (See Form E-622 attached).

b. Functionally equivalent and substantially the same in respect to:

1. Number of rooms
2. Area of living space
3. Type of construction
4. Age
5. State of repair

c. Fair housing, open to all.

d. In an area not generally less desirable than the dwelling to be acquired in regard to:

1. Public utilities
2. Public and commercial facilities

e. In the same or better neighborhood.

f. Reasonably accessible to the relocatee's place of employment.

g. Available on the market.

h. Within the financial means of the displacee.

3. Lead Time

Lead time is the amount of time necessary to acquire property and successfully relocate residents in the area of a project prior to the start of construction.

If the Foster-Woodstock Couplet begins as planned, acquisition would begin about October, 1973. Acquisition of the parcels would be complete after an estimated three month period, with an added three month period given to complete any remaining relocation. Total lead time would be six months.

4. Relocation Needs Vs. Availability

a. Sales

According to the residential survey, six of the potential displacees indicated a desire to purchase a replacement dwelling while one was undecided. We might, then, assume a possible maximum of seven people who would buy if relocated by the project.

Of these seven, one has an annual income level below $5,000, four have income between $5,000 and $9,999 and two are between $10,000 and $14,999. While these last two have somewhat higher incomes and may seek more expensive housing, the others could be assumed to need replacement housing below $15,000.

By size, we can determine needs by comparing survey information (i.e. family size) with the standards for Decent, Safe and Sanitary housing:

Housing Needs of Displacees by Number of Bedrooms

	No. of Bedrooms:			
Income:	1	2	3	4
0 - $ 4,999				1
$5 - $ 9,999	2		1	1
$10 - $14,999		1	1	

To establish availability, the new listings sections of both Oregon Multiple Listing Service, March 28, 1973, and Multiple Listing Service, April 6, 1973, were examined. Only the immediate areas of metropolitan

Portland (N, NE, SE, SW) were included. Housing was separated by price, $15,000 or under and over $15,000, and by size as determined by the number of bedrooms.

Results from the listings showed:

Listing Price $15,000 and Under

Area	No. of Bedrooms 1	2	3	4
N	1	10	1	2
NE	0	7	4	1
SE	4	11	2	2
SW	2	1	0	0
Total	7	29	7	5

Listing Price over $15,000 (under $50,000)

Area	No. of Bedrooms 1	2	3	4	5	6	7
N		3	9	1	1		
NE		10	35	13			
SE	1	19	46	8		1	1
SW		4	16	5	3		
Total	1	36	106	27	4	1	1

While these listings are from only two of eight such new listing sections published monthly, we will assume for our calculations that they are all that would be available for the month. It is considered that if sufficient replacement housing is demonstrated as being available under the most unfavorable conditions, more than ample housing will be available under average circumstances.

Even assuming a high percentage of housing which might be considered non-D.S.S. in our sale listings (25% of the under $15,000 according to a recent O.S.H.D. inspection made for the Mt. Hood Freeway Relocation study) we would obviously have more than ample housing available in each of our categories of need during one month, let alone what will be available over a three to six month lead time (see page 12). Then, too, we should remember that these listings are summaries from the 165 members who belong to the listing services. While they are the largest offices in the area and transact the greatest share of local business, there are an estimated 1,200 real estate brokers in Multnomah, Clackamas and Washington counties indicating that there are many more brokerage listings which do not appear in the listing services. Add to these the number of houses sold by both private parties and by builders and we see that the number which has been demonstrated above by actual count would be small in comparison to the actual number usually on the market for sale.

b. Rentals

According to the residential survey, three of the potential displacees indicated a desire to rent replacement housing while one was undecided. We can assume a possible maximum of four who would rent if relocated by the project.

The first three have an income of less than $5,000 while the one undecided has an income between $5,000-$9,999. The current rents paid by these families fall into these catagories:

0 - $25	$26 - 50	$51 - 74	$75 - 99	(* pays utilities only)
1*	1	0	2	

Using the standards for Decent, Safe and Sanitary housing, needs for those desiring to rent replacement housing can be projected as follows:

Housing Needs of Displacees by Number of Bedrooms

	No. of Bedroom:			
Income	1	2	3	4
0 - $4,999	1	2		
$5,000 - $9,999			1	

In order to assess availability of rentals in the Portland area, the Sunday Oregonian, April 8, 1973, was surveyed for apartment, duplex and house offerings. The following areas were included: N, NE, NW, SE, SW. Rentals were separated into those listed for $125 or under and those over $125.

Listings in suburban areas and those ads not showing both price and number of bedrooms were excluded.

Below are the numbers of units tallied in the rental survey:

Apartments

$125 and Under

		No. of Bedrooms:			
Area	Studio	1	2	3	4
N	7	6	2		
NE	9	19	10		
NW	18	14	3		
SE	24	28	17		
SW	5	5	1		
Total	63	72	33		

Over $125

		No. of Bedrooms:			
Area	Studio	1	2	3	4
N		3	13	1	
NE	1	12	29	8	2
NW		1	1		
SE		23	73	8	
SW	1	24	37	11	
Total	2	63	153	28	2

Duplexes

	$125 and Under				Over $125			
	No. of Bedrooms:				No. of Bedrooms:			
Area	1	2	3	4	1	2	3	4
N	2	4				6		
NE	5	4			3	19	3	
NW						2		
SE	14	8			2	51	9	
SW						19	5	
Total	21	16			5	97	17	

Houses

	$125 and Under				Over $125					
	No. of Bedrooms:				No. of Bedrooms:					
Area	1	2	3	4	1	2	3	4	5	
N	2	6				2	2	4		
NE	3	7	5		1	18	12	6		
NW						1				(1-7 bdrm)
SE	4	10	4			16	19	7		
SW	1	1	1		1	4	19	6	3	
Total	10	24	10		2	41	52	23	3	(1-7 bdrm)

It should be stressed that this information was obtained from one issue of one paper. There are other publications in the Metropolitan area which carry rental listings, also rentals which are advertised only by a sign or word of mouth. There are also rental services available.

Given the income and current rent paid by these four relocatees, it is reasonable to assume they will be attracted to low rent replacement housing. If we allow for maximum non-D.S.S. conditions, 17% of listings $125 or under and 12% of listings over $125 (recent OSHD survey) when projected over lead time it is obvious there will be more than adequate replacement rental housing available.

H. Concurrent Displacement

There will be some competing displacement done by other agencies and by the Oregon State Highway Division.

The Mt. Hood Park and Ride Parking Lot facility will displace approximately 60 families in the Southeast area. Relocation on this project is scheduled to begin sometime in October or November 1973 and will continue over an eight month period.

Portland Development Commission's Workable Program 1972-74 lists the bulk of major ongoing projects conducted by public agencies in the metropolitan area. Of their original estimate of 360 families to be relocated during this period (not counting those displaced by OSHD) there remain approximately 180 families. Since these families are to be moved by the various construction projects periodically over the next one to two years, they will not provide serious complication through competing displacement.

Major projects by the Highway Division in recent years have been I-205, the 17th & Powell undercrossing and widening of McLoughlin Blvd. Relocation on these projects has been completed, except for about 5% of I-205 which is scheduled to be completed by mid-summer 1973.

Plans are being made for the I-505 (Industrial) Freeway, but that project has returned to the corridor stage and acquisition may be one to two years away. Also, if the Mt. Hood Freeway is built, acquisition would not begin before March, 1974.

As far as can be predicted, concurrent displacement done through other government agencies or through the Highway Division will not interfere with relocation done on the Foster-Woodstock Couplet.

I. Prior Acquisition

Since early February, 1972, when this project became eligible for Federal participation, no acquisitions have been made. Prior to that time, four acquisitions with resulting displacements were made. In accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, residents who were displaced by these early acquisitions will be located to insure that all relocation benefits due them were paid. In the event that any benefits were not paid, the oversight will be corrected.

J. Summary

We have examined the character of the neighborhood, projected what will be the likely needs of residents being relocated and discussed availability of both sale and rental housing. Competing displacement by other public works projects has been outlined and shown to be minimal.

Our conclusions are that suitable replacement housing will be available in more than ample supply for all relocatees.

III. BUSINESS RELOCATION

A. Survey Information

Highway Division personnel interviewed owner-managers of the three businesses which could possibly be displaced by the Foster-Woodstock Couplet as it is currently planned. All three businesses are small in terms of number of employees, size, and gross income. Besides owners, one has 3 employees, another one employee, and the third none. Gross income averages about $50,000, and net incomes vary from operating at a loss last year to over $20,000.

Two owners indicate that a substantial portion of their business results from being in an established location (at least five years) and are therefore somewhat reliant on local trade.

One owner indicates a desire to go out of business rather than relocate, as he owns two other businesses of identical nature. The two remaining businesses serve the Metropolitan area and most likely could be satisfactorily relocated.

Businessmen who own the smaller retail and service oriented firms often show reluctance to move since they have built up a sense of good will among local residents. To assist displaced businesses, the Highway Division Right of Way staff will render assistance by contacting real estate brokers who specialize in commercial properties, help in completing relocation forms and give any other reasonable form of assistance which may be needed.

B. Business Relocation Benefits

The staff will offer all available assistance to displaced businesses and pay the following benefits:

1. Actual cost of moving will be paid for a business move by a licensed carrier up to a maximum straight line distance of 50 miles or;

2. A negotiated moving cost payment may be made. This payment may not exceed the lower of two estimates prepared by qualified moving cost estimators.

After the business has removed its personal property from the acquired site, the negotiated amount will be paid. If, after the move, the displaced business can demonstrate that the actual cost of the move exceeded the amount paid, it can apply for and receive the additional sum.

3. The State will, under certain conditions, pay for storage in a licensed, bonded warehouse up to a maximum period of six months.

4. The cost of searching for a replacement site can be reimbursed up to $500. Payment in excess of $500 may be made only in exceptional cases and must be approved by the Federal Highway Administration District Engineer.

5. Under certain conditions, business organizations may receive payment for direct loss of tangible personal property resulting from the necessity to relocate. Payment for losses will be made only after bona fide efforts on the part of the owner to sell the property involved have failed.

6. An "in lieu" payment can be made to displaced businesses. This may be made "in lieu" of the other relocation benefits to which the business may be entitled and will be computed as the average annual net earnings for the business during the two tax years preceeding the year of dislocation. The payment may not be less than $2,500, or more than $10,000. A business will be eligible for an "in lieu" payment if:

   a. The business cannot be relocated without substantial loss of patronage;

b. It is not part of a commercial enterprise having at least one other establishment not being acquired and which is engaged in the same or similar business;

c. The business contributes materially to the income of the owner;

d. The business was in operation twelve consecutive months during the two years prior to the year of displacement and had income during that time.

Of course, all relocation benefits are non-taxable.

C. Appeal Procedure

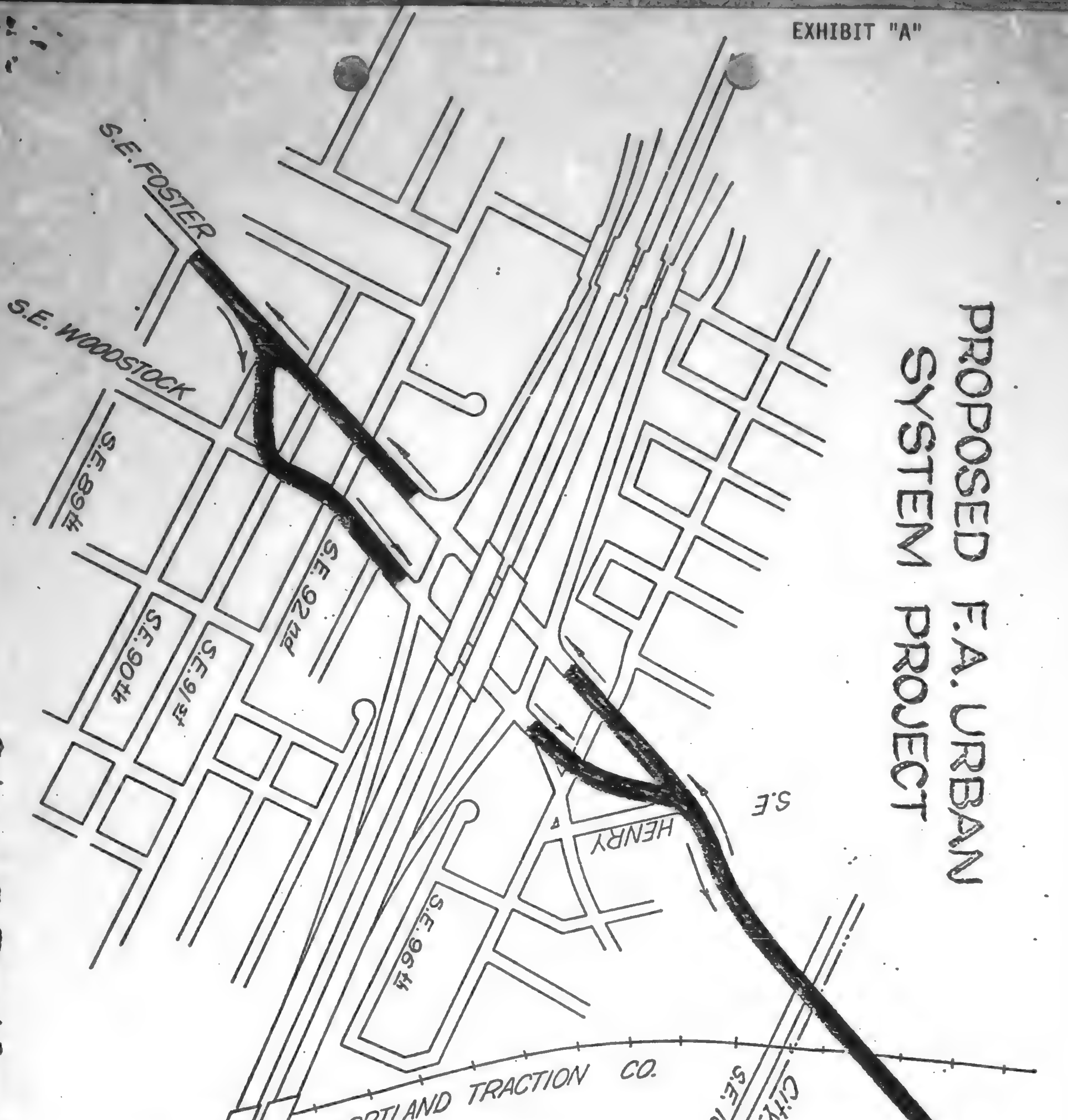
The terms of eligibility for the above delineated benefits are defined by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. These terms are implemented by the Highway Division according to guidelines which are issued by the U. S. Department of Transportation. However, the owner of a displaced business is assured by law of an appeal hearing where questions arising in this regard can be discussed.

D. Small Business Administration

Economic assistance in the form of low interest loans and lease guarantees can also be obtained from the Small Business Administration. To establish the priority of a business owner who is displaced by a Highway Division project, the Relocation Supervisor informs the S.B.A. by letter at the time negotiations begin for the subject property.

EXHIBIT "A"

PROPOSED F.A. URBAN SYSTEM PROJECT


S.E. FOSTER
S.E. WOODSTOCK
S.E. 89th
S.E. 90th
S.E. 91st
S.E. 92nd
S.E. 96th
S.E. HENRY
PORTLAND TRACTION CO.
S.E. 102nd
City Limits
S.E. 106th
I-205
N

City of Portland

DWELLING INSPECTION ☐ **SUBJECT** ☐ **REPLACEMENT** File No. ____________

Occupant ______________________________________ Address ______________________________________

THE TERM "DECENT, SAFE, AND SANITARY" IS DEFINED BY THE FEDERAL HIGHWAY ADMINISTRATOR AS FOLLOWS:

	Conforms	Deficient
"a. A decent, safe, and sanitary dwelling is one which meets all of the following minimum requirements:		
"(1) Conforms with all applicable provisions for existing structures that have been established under State or local building, plumbing, electrical, housing and occupancy codes and similar ordinances or regulations.	☐	☐
"(2) Has a continuing and adequate supply of potable safe water.	☐	☐
"(3) Has a kitchen or an area set aside for kitchen use which contains a sink in good working condition and connected to hot and cold water, and an adequate sewage system. A stove and refrigerator in good operating condition shall be provided when required by local codes, ordinances or custom. When these facilities are not required by local codes, ordinances, or custom the kitchen area or area set aside for such use shall have utility service connections and adequate space for the installation of such facilities.	☐	☐
"(4) Has an adequate heating system in good working order which will maintain a minimum temperature of 70 degrees in the living area under local outdoor design temperature conditions. A heating system will not be required in those geographical areas where such is not normally included in new housing. Bedrooms are not included in the "living area" as referred to in this paragraph."	☐	☐
"(5) Has a bathroom, well lighted and ventilated and affording privacy to a person within it, containing a lavatory basin and a bathtub or stall shower, properly connected to an adequate supply of hot and cold running water, and a flush closet, all in good working order and properly connected to a sewage disposal system.	☐	☐
"(6) Has an adequate and safe wiring system for lighting and other electrical services when the utility is not reasonably accessible and is not required by local codes or custom, an exception may be approved on a project basis.	☐	☐
"(7) Is structurally sound, weathertight, in good repair and adequately maintained.	☐	☐
"(8) Each building used for dwelling purposes shall have a safe unobstructed means of egress leading to safe open space at ground level. Each dwelling unit in a multi-dwelling building must have access either directly or through a common corridor to a means of egress to open space at ground level. In multi-dwelling buildings of three stories or more, the common corridor on each story must have at least two means of egress.	☐	☐
"(9) Has 150 square feet of habitable floor space for the first occupant in a standard living unit and at least 100 square feet (70 square feet for mobile home) of habitable floor space for each additional occupant. The floor space is to be subdivided into sufficient rooms to be adequate for the family. All rooms must be adequately ventilated. Habitable floor space is defined as that space used for sleeping, living, cooking or dining purposes, and excludes such enclosed places as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, and unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.	☐	☐
"b. Rental of sleeping rooms. The standards for decent, safe, and sanitary housing as applied to the rental of sleeping rooms shall include the minimum requirements contained in subparagraphs a(1), (4), (6), (7) and (8) of this paragraph and the following:	☐	☐
"(1) At least 100 square feet of habitable floor space for the first occupant and 50 square feet of habitable floor space for each additional occupant.	☐	☐
"(2) Lavatory, bath and toilet facilities that provide privacy including a door that can be locked if such facilities are separate from the room."	☐	☐

Number of bedrooms ________ Total habitable area __________ sq. ft. Capacity persons _______

Estimate of cost to cure the deficiencies checked above $____________.

Remarks:

______________________________ ______________

Right of Way Agent Date

R-622 Rev. 6-13-71

8064

RECEIVED
APR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES
April 12, 1973

RE: STATUS OF FEDERAL AID URBAN SYSTEM PROGRAM.

This program has been funded for two fiscal years (1972 & 1973) at identical funding levels. There is good likelihood that a sizeable portion of these funds may not be obligated with the FHWA within the time restraints. The 1972 funds must be obligated by June 30, 1974 and the 1973 funds by June 30, 1975.

These Urban System funds were allocated entirely to the local level of government in the Eugene, Portland, and Salem urbanized areas through their COG's.

Major factors placing these funds in jeopardy are:

(1) COG's were slow in submitting systems and in selecting inaugural projects. (It took CRAG 11 months to select two initial projects for Urban System funding.)

(2) Local governments were slow in submitting project requests following COG approvals (Clackamas and Multnomah Counties took five months in submitting their 49th Avenue-Kerr Road project following CRAG approval.)

(3) All four projects received to date are Major Actions requiring full environmental impact statements, public hearings, and right-of-way acquisition. (These items all require considerable time, especially when working with local governments.

All four projects have advanced to the approved preliminary engineering program stage. The status of FY 1972 funds is as follows:

AREA	1972 FEDERAL FUNDS	OBLIGATED	% OBLIGATED	UNOBLIGATED
EUGENE	$ 112,459	$ 6,300	5.6%	$ 106,159
PORTLAND (2 projects)	607,099	50,400	8.3%	556,699
SALEM	75,138	10,800	14.4%	64,338
	$ 794,696	$67,500	8.5%	$ 727,196

No further obligation of funds can take place for these four projects until the projects receive location/design approval.

NOTED
E. S. HUNTER

PROJECT STATUS:

EUGENE (30th Avenue-Amazon Parkway)

The City of Eugene is presently drafting their E.I.S. and 4f determination. A public hearing will be held late this summer and hopefully location/design approval will be granted in early 1974. All right-of-way required is City park right-of-way. Approximately $145,000 in Federal funds should be obligated for construction prior to June 30, 1974.

PORTLAND (Foster-Woodstock Couplet)

The City of Portland's draft E.I.S. has just been submitted to the Environmental Section for processing. A public hearing will be held this summer and hopefully location/design approval will be granted by the end of this year. Approximately $170,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $125,000 should be obligated for construction prior to June 30, 1975.

PORTLAND (49th Avenue-Kerr Road)

Clackamas and Multnomah Counties will soon begin preliminary engineering and preparation of a draft E.I.S. A public hearing will be held late this year and hopefully location/design approval will be granted by the spring of 1974. It appears that some right-of-way will be required and approximately $30,000 in Federal funds could be obligated by June 30, 1974 for right-of-way. Approximately $855,000 for construction should be obligated by June 30, 1975.

SALEM (13th Street Extension)

The draft E.I.S. has been approved, the City of Salem will hold a public hearing on May 22, 1973 and hopefully location/design approval will be granted by December, 1973. Approximately $120,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $180,000 for construction should be obligated by June 30, 1975.

If the projects proceed as outlined above, approximately $262,000 in FY 1972 Urban System funds will be lost. The following conditions could greatly affect this figure:

(1) The 4F determination could delay location/design approval for the Eugene project for a considerable time. Also, this project is to be constructed in conjunction with a TOPICS project in which Federal TOPICS funds are presently insufficient.

MEMO TO FILES
4/12/73

(2) There is the possibility that the 49th Avenue-Kerr Road project will face considerable objection from the local community, while on the other hand if right-of-way is not required, construction could be undertaken prior to June 30, 1974.

(3) Presently only $150,276 in Federal funds has been allocated to the Salem area which will only fund about one-half of the 13th Street Extension project.

(4) CRAG has limited Urban System projects to the use of FY 1972 funds only, and has not approved of the use of FY 1973 funds.

As can be seen this program is in jeopardy of losing funds. Administration review of this program appears to be in order.

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
R. N. Bothman
L. W. Rulien
C. O. Fredrickson
A. Shirley

8064

bc: NOTE [illegible]ll State personnel should also
keep their charges segregated
as per the agreement.

E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
Victor Wolfe
V. E. Skoog
F. L. Hall
W. J. Hart
L. E. George
J. B. Boyd
D. R. Byard
C. J. Gregg
R. N. Bothman

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 8, 1973

Mr. Wayne J. Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: Preliminary Engineering Authorization
FAU System Project M-1073(1)
SE 89th Ave-SE 106th Ave (Portland) Section
SE Foster Rd-SE Woodstock Blvd. Couplet
(FAU 1073)

Dear Mr. Oberding:

The City of Portland is hereby authorized to proceed with preliminary engineering for the subject project in accordance with the project agreement.

Attached is a copy of the approved "Authority for Survey." Please reference your cost records to Survey Prefix 326-1984(901) and Project No. M-1073(1).

Paragraph 2 under SECTION VI, on page 8 of the project agreement expressly states that all costs of the project shall be segregated at the Portland East City Limits into "City Items" and "County Items". Therefore, please segregate all costs as per the agreement and indicate this split on all billings for reimbursement.

Please caution all City personnel who will be working on this project to segregate the costs and to keep clear records of their time and expenses. Failure to do so may result in unnecessary disputes and non-participation by Federal and State funds.

If you anticipate any overruns, please contact our Metropolitan Engineer, Mr. R. N. Bothman, regarding approval of overrun.

Very truly yours,

George M. Baldwin
Administrator of Highways

RECEIVED
MAR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

By: H. S. Cox
for County and City Engineer

RU:ljt
Att:
cc: Oliver J. Domreis
Multnomah County

NOTED
E. S. HUNTER

M-1073(1)

PHW

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S.E. 89th Ave - S.E. 106th Ave (Portland)

Date July 26, 1972

Highway S.E. Foster Rd - Woodstock Blvd. Couplet(FAUS 1073)

Authorization No. 1

County Multnomah

Survey Prefix 326-1984 (Assigned in Salem office)

Description of termini, route, length, etc.: The westerly terminus is S. E. 89th Avenue. The easterly terminus is at S.E. 106th Avenue. Length: 0.7 miles. (This excludes 0.17 mile section being constructed on I-205 project.)

Note: See attached sheet for typical sections.

RECEIVED
COUNTY & CITY SECTION
SEP 14 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE R RE ☒ RPE ☐

Purpose of survey: For City of Portland to perform all preliminary engineering and prepare plans, specifications, special provisions, and estimates of costs for construction to convert Foster Road and Woodstock Blvd. from two-way to a one-way couplet in the vicinity of I-205. City to furnish environmental impact statement and conduct public hearings. State to acquire all necessary right-of-way and advertise project for bids, and award contract.

Estimate of cost: ~~(901) $10,000.~~

Field	(901)	10,000 (CITY)
Plans	(905)	500
R/W	(909)	1,000
Liaison	(913)	1,000

Total estimated cost of survey $12,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
George F Biesman
Metropolitan Locating Field Engineer

Recommended for Approval:
Victor D Wolfe
Location ~~Construction~~ Engineer

Recommended for Approval:
D Elwan 13
Asst. Division Engineer

Approved:
Ass't State Highway Engineer

State Printing 241

PROGRAM & PLAN. DIV.
P. E. APPR. 9-11-72 BEN GIFFORD
FED. - AID US STATE ....

FAU

March 8, 1973

Mr. Oliver J. Domreis
Chief Deputy
Multnomah County Dept. of Public Works
2115 S. E. Morrison
Portland, Oregon 97204

Re: F.A. Urban System Project M-1073(1)
SE 89th Ave-SE 106th Ave (Portland) Sect.
SE Foster Rd-SE Woodstock Blvd Couplet
(FAU 1073)

Dear Mr. Domreis:

This will acknowledge receipt of Multnomah County's warrant No. 88594 in the amount of $680, which is the County's correct total amount required as an advance deposit for preliminary engineering on the subject project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for
H. S. Cox
County and City Engineer

RU:ljt

cc: Wayne J. Oberding
City of Portland

bc: R. L. Schroeder
L. H. Young
R. N. Bothman
V. E. Skoog: Warrant #88594 for $680
Rec'd 3/8/73 by C C Haverland
Credit to FAU 107301

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE R RE ☑ RPE ☐

FAU

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 248-3304 • ROOM 605, COUNTY COURT HOUSE • PORTLAND, OREGON • 97204

March 8, 1973

Oregon State Highway Commission
Salem, Oregon 97310
Attention: Mr. H. S. Cox,
County & City Engineer

Mr. R. L. Nordlander, Director
Dept. of Public Works
2115 SE Morrison Street
Portland, Oregon

Mr. John D. Rice, Acting Director
Dept. of Administrative Services
Finance Division
Room 804 - Court House

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☑ CE ☐ BE ☐ RPE ☐

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held March 8, 1973, the following action was taken:

Request Director of Public Works that the Director of Administrative Services be authorized to issue a warrant on Road Fund New Construction appropriation, 02-15-00/616-00-02 in the amount of $680. payable to the Oregon State Highway Division, advance deposit for Multnomah County's share of estimated cost of preliminary engineering on the Foster Road-Woodstock Blvd Couplet project)

ORDERED, unanimously, that said request be granted.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Clerk of Board

ja
Enc - Warrant in amt $680. to
State Highway Comm.

cc - Wayne Oberding

8064

February 28, 1973

City of Portland
City Hall
Portland, Oregon 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 27662

Gentlemen:

Attached for your records are two fully executed copies of an Urban System Project agreement covering the S. E. 89th Avenue-S. E. 106th Avenue (Portland) Section of the S. E. Foster Road-S. E. Woodstock Boulevard Couplet.

A fully executed copy of this agreement is being sent to Multnomah County and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Att.

cc H. S. Cox
(agree. att.)

February 26, 1973

Mr. Wayne J. Chearding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: F.A. Urban System Project M-1073(1)
S.E. 89th Ave.-S.E. 106th Ave. (Portland)
Section
S.E. Foster Rd.-S.E. Woodstock Blvd.
Couplet (FAU 1073)

Dear Mr. Chearding:

This will acknowledge receipt of the City of Portland's check No. 35798 in the amount of $3,300, which is the City's correct total amount required as an advance deposit for preliminary engineering on the subject project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard [illegible]
for

R. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. H. Young
R. H. Bothman
V. E. Skoog - Check No. 35798 for $3,300
Rec'd 2/26/73 by
Credit to FAU 107301

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 248-3304 • ROOM 605, COUNTY COURT HOUSE • PORTLAND, OREGON • 97204

February 23, 1973

Oregon State Highway Department
Highway Building
Salem, Oregon 97310
Attention: Mr. Richard Unrein ✓

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners, dated February 22, 1973, in the matter of the execution of Agreement with the State of Oregon, acting by and through its State Highway Commission and the City of Portland, a municipal corporation of the State of Oregon, by and through its City Officials, for the constructing and improving of the SE Foster Road - SE Woodstock Boulevard Couplet from SE 89th Avenue to SE 106th Avenue, which has been designated as FAUS-1073 in Multnomah County, Oregon - SE Foster Road No. 3702

We are also transmitting herewith five copies of the Agreement which have been executed on behalf of Multnomah County as well as the City of Portland. Kindly return one fully executed copy of the fully executed Agreement to this office - attention Clerk of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Decker
Clerk of Board

ja
Encs - 6

RECEIVED
COUNTY & CITY SECTION
FEB 2[illegible] 1973
☑ ENGR. ☑ COOR. ☐ UE ☐ RE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

✓

FAU

February 23, 1973

Mr. Robert L. Nordlander
Multnomah County Director of
Public Works
2115 S. E. Morrison Street
Portland, Oregon 97204

Advance Deposit
Project M-1073(1)

Dear Mr. Nordlander:

We hereby request Multnomah County's advance deposit in the amount of $680 (20% of $3,400) to cover preliminary engineering for County Items as provided for in paragraph 1 under THINGS TO BE DONE BY COUNTY on page 3 of the Urban System Agreement pertaining to the establishment of a Foster Road-Woodstock Blvd. Couplet in the vicinity of I-205.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for
H. S. Cox
County and City Engineer

RU:ljt

☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ PPE ☐

QUADRUPLICATE

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

43/124

CITY OF PORTLAND
OREGON
1220 S.W. 5TH AVENUE

February 15, 1973

Board of County Commissioners
Multnomah County Oregon
1021 S.W. Fourth Avenue
Portland, Oregon 97204

ATTN: R. L. Nordlander
Director of Public Works

RE: Letter of Understanding
S.E. Foster Rd-S.E. Woodstock Blvd. Couplet
FAU Route No. 1072

Gentlemen:

On January 31, 1973, the City Council adopted Ordinance No. 135962 authorizing the execution of an agreement between the State of Oregon, Multnomah County and the City of Portland, for the development and construction of S.E. Foster Rd-S.E. Woodstock Blvd. from approximately S.E. 89th Avenue to S.E. 106th Avenue, as a one-way Couplet System, to be partially funded with Federal and State aid under the "Urban System Program". The estimated cost of this project is approximately $500,000; the County's share would be approximately $80,000. Because of the timing of this project Federal and State funds may not be available to implement all stages of this development.

Now, therefore, in the event that ample Federal and State funds are not available to complete the project, the City of Portland and Multnomah County agree that the project will be staged for construction from S.E. 89th Avenue to the East City Limits. The completion stage of the project will be constructed when funds are available.

Copies to: F.B. Klaboe
F.S. Hunter
R.L. Schroeder
L.H. Young
C.W. Head
H.S. Coulter
C.T. Christianson - FHWA

RECEIVED
COUNTY & CITY SECTION
FEB 23 1973
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ UE ☐ UPE ☐

Please give this proposal your consideration. If the arrangement is acceptable to the Board of County Commissioners, please indicate approval by signatures on four copies of this agreement in the space provided.

Very truly yours,

James L Apperson
JAMES L. APPERSON
City Engineer

WJO:vo

APPROVED AS TO FORM

City Attorney

APPROVED AS TO FORM

CHARLES S. EVANS, County Counsel

By Deputy

CITY OF PORTLAND, by and through
its City Officials

Authorized by Ordinance No. 136057
Date FEB 21 1973

By
Mayor

By
acting Commissioner of Public Works wsb

MULTNOMAH COUNTY, by and through
its Board of County Commissioners

By M James Gleason
Chairman

Date Feb 22, 1973

Concurrance by Oregon State Highway Division

By
Asst. State Highway Engineer

Date 2-23-73

ORDINANCE No. 136057

An Ordinance authorizing a letter of intent on behalf of the City relating to the S.E. Foster Road-S.E. Woodstock Blvd. Couplet, FAU Route No. 1072, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that on January 31, 1973, the Council passed Ordinance No. 135962 which authorized execution of an agreement between the State of Oregon, Multnomah County and the City of Portland for the development and construction of the S.E. Foster Road-S.E. Woodstock Blvd. from approximately S.E. 89th Avenue to S.E. 106th Avenue as a one-way couplet system to be partially funded with federal and state aid under the Urban System Program; that after such agreement was authorized, it became possible that Multnomah County would not receive the required project federal and state funds to implement its portion of the development; that the County has requested a letter of intent from the City and the Highway Commission to the effect that if such funds are not available, the project will be completed in stages in the area outside the City of Portland as moneys become available to the County; that such arrangement has been approved by the City Engineer, Multnomah County, and the State Highway Commission, and it is appropriate that a letter of intent to such effect be executed on behalf of the City; now, therefore, the Mayor and Commissioner of Public Works are hereby authorized to execute on behalf of the City a letter of intent with Multnomah County and the Oregon State Highway Division which shall be in accordance of the form of agreement attached to the original only of this ordinance and by this reference made a part of this ordinance.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that clarification of the existing contract between the City, Multnomah County and the Oregon State Highway Division may be made without undue delay, therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, FEB 21 1973

Neil Goldschmidt
Mayor of the City of Portland

Attest: George Yerkovich
Auditor of the City of Portland

Mayor Goldschmidt
Acting Commissioner of Public Works
February 16, 1973
RLH:at

43/J124

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of a)
Letter of Understanding between the)
CITY OF PORTLAND, the OREGON STATE)
HIGHWAY COMMISSION and MULTNOMAH COUNTY) ORDER
Concerning Proposed S. E. FOSTER ROAD -)
S. E. WOODSTOCK BLVD. COUPLET)

The above-entitled matter having come before the Board and full consideration having been given thereto, it is therefore hereby

ORDERED that MULTNOMAH COUNTY, OREGON, execute the above-entitled Letter of Understanding tendered and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Letter of Understanding for and on behalf of Multnomah County.

February 22, 1973

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By M James Gleason
Chairman

APPROVED AS TO FORM:

CHARLES S. EVANS
County Counsel for
Multnomah County, Oregon

By Howard Bergman
Howard Bergman
Deputy

FAU

December 22, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 4 1973
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ DE ☒ UPE ☐

PRELIMINARY

George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Foster/Woodstock Couplet
Negative Declaration(FAU 1073)

Dear Sir:

This is a negative declaration to precede location and design approval for the subject FAU project.

PROJECT DESCRIPTION AND PURPOSE

Interstate 205 is a future north-south freeway that is scheduled to open in July of 1974. One of the local interchanges will be at Foster Road and Woodstock Blvd. Presently, both Foster Road and Woodstock Blvd. are operating as two-way streets. When the interchange is constructed, it is proposed to convert them to a one-way couplet mode of operation to better accommodate increased traffic and to improve the operation of the interchange.

The project begins at S.E. 89th Avenue and ends at a point 200 feet west of S.E. 106th Avenue extending approximately 800ft. east of the City limits into Multnomah County. Excluded from the project is the area from S.E. 93rd Avenue to S.E. 96th Avenue which will be completed by the Oregon State Highway Division. (See the following aerial photo sheet). The length of the project is 0.7 miles, 0.2 miles of which will be new connectors requiring new location.

A 44 ft. roadway is contained within a 60 ft. right-of-way along Woodstock Blvd., the only exception being a 40 ft. roadway section from 92nd to 93rd Avenue. The Woodstock Blvd. roadway will be reconstructed within its present limits. One-way operation of the couplet will be established by constructing two new connectors between Foster Road and Woodstock Blvd. One will be located near 90th Avenue and the other near Henry Street. Both will be constructed with a 44 ft. roadway within a 60 ft. right-of-way. The connections and Woodstock Blvd. will be striped for three lanes of one-way traffic with no provisions for parking.

Foster Road presently has a 50 ft. roadway within a 60 ft. right-of-way, and will remain as such from the beginning of the project to S.E. Henry Street. This section of Foster Road will be striped for three lanes of one-way traffic with parking allowed on one side of the street.

Between S.E. Henry Street and the end of project, Foster Road will be widened to 68 feet within an 81 ft. right-of-way. This will be done to conform with the remainder of Foster Road to the east. This section of Foster Road will be striped for four lanes of two-way traffic with a 16 ft. turning median and no provisions for parking.

Right-of-way acquisition will be required for both of the new connectors and the widened portion of Foster Road.

The project is in an area of established residential and commercial activity. Commercial establishments and some light industries line Foster Road and to a lesser extent Woodstock Blvd.

ENVIRONMENTAL IMPACTS

A. Mobility

Implementation of the Foster/Woodstock Couplet project will decrease traffic loading along Foster Road. This will result in reduced traffic congestion, steadier and higher operating speeds;

thus a general improvement of mobility and operation of the I-205 interchange.

B. Public Recreational Resources

There are no public recreational resources or historical sites affected by the project.

C. Air Quality

The amount of vehicle exhaust emissions is dependent upon the speed and operating mode of motor vehicles (i.e. idle, acceleration, deceleration, steady speed). A high, steady speed will produce the least exhaust emissions over a given route. The conversion of Foster Road and Woodstock Blvd. to a one-way couplet will produce less traffic congestion, thus steadier and higher operating speeds, which will result in improved air quality for the area.

D. Noise Level

Traffic and noise will be increased along Woodstock Blvd. and the new connectors. Woodstock Blvd. has developed into mainly commercial and some light industrial usage which will not be adversely affected by any increase in noise level. A few residences near the connectors will experience an increase in noise level.

The expected noise levels for the year 1990 were calculated for the residences above since they would be most sensitive to any noise increase. Noise levels were predicted using the methods set forth in a Highway Research Board publication entitled, "Highway Noise A Design Guide for Highway Engineers." The highest predicted L50 noise level was calculated to be 62 dBA with an L10 (sound level that is exceeded 10 per cent of the time) noise level of 69 dBA. The Federal Highway Administration has design level noise standards which sets the maximum acceptable L10 noise level for the exterior of residences at 70dBA. This standard will not be exceeded at any structure along Woodstock Blvd. Therefore, we conclude that there will be no significant noise impact even when considering the increased vehicular traffic predicted for 1990.

E. Removal of Homes and Businesses

Six residences and six commercial buildings will be removed. The homes range in price from $6,000 to $19,000. The commercial buildings house small enterprises such as a service station, machine works, tackle shop, and a repair garage. There will be no special or unusual homes or businesses removed. Also, the number of buildings to be removed is low. Therefore, we believe the impact upon the community due to the loss of homes and businesses to be insignificant.

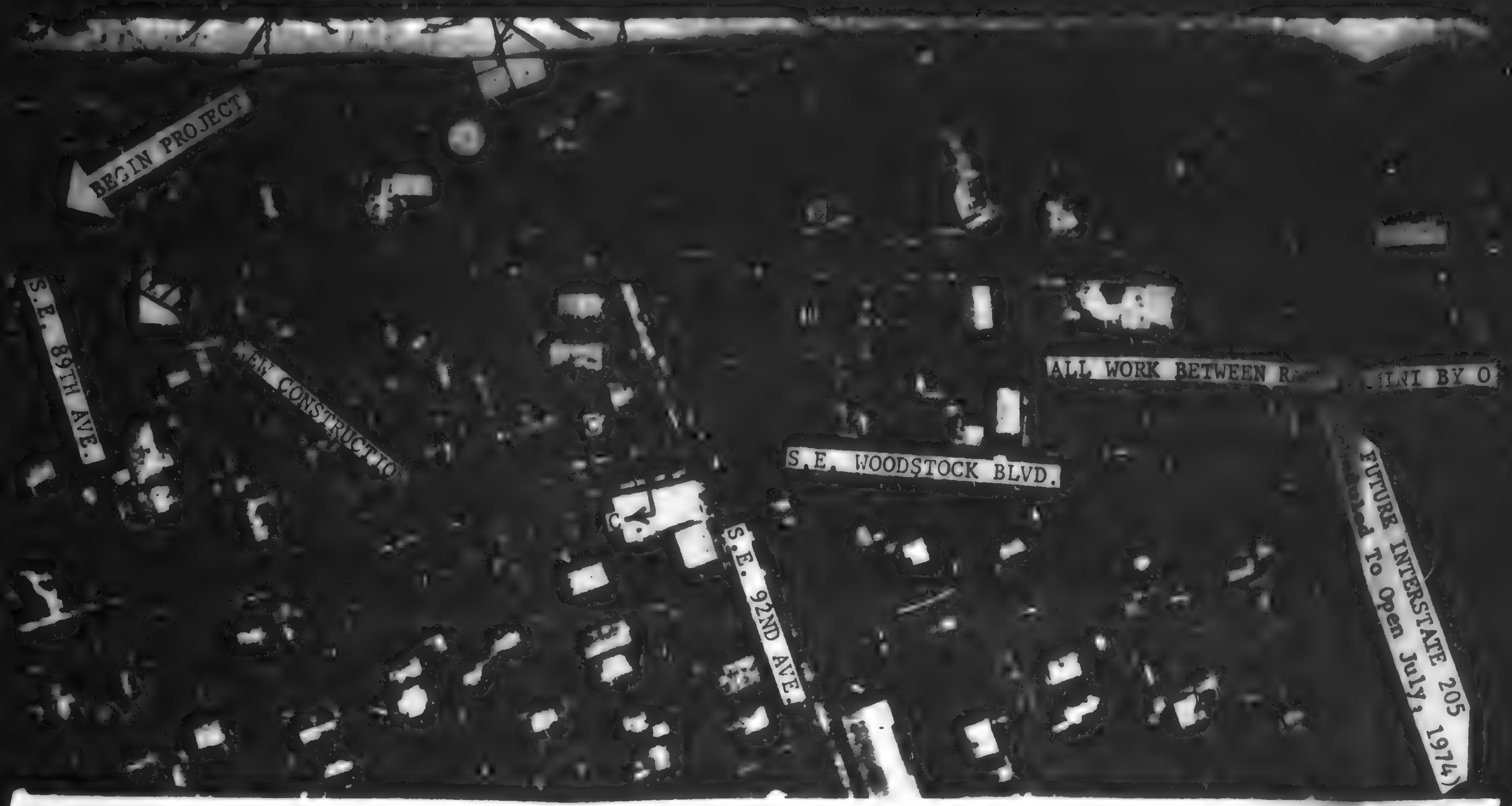
BASIS FOR NEGATIVE DECLARATION

This project will facilitate efficient and safe operation of the I-205 interchange at Foster Road and Woodstock Blvd, with no detrimental significant impact upon the environment.

Very truly yours,

JAMES L. APPERSON
City Engineer

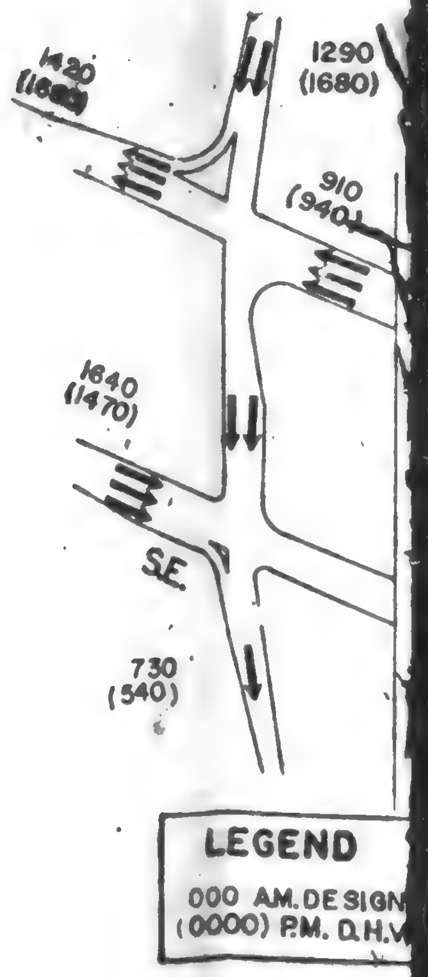
LN:pa


BEGIN PROJECT
S.E. 89TH AVE.
EN CONSTRUCTIO
S.E. WOODSTOCK BLVD.
S.E. 92ND AVE.
ALL WORK BETWEEN R INI BY O
FUTURE INTERSTATE 205
eduled To Open July, 1974)

FOST

PRELIMINARY DESIGN SPECIFICATIONS

1. **PRIORITY**	Committed Interchange with I-205
2. **RIGHT OF WAY**	Existing 60' R/W on Foster Rd. and Woodstock Blvd. Foster Rd. R/W will be widened to 81' from Henry to end of project. New connections will have 60' R/W
3. **ROADWAY**	Foster Rd. will be widened from 50' to 68' between Henry and end of project. Woodstock Blvd. roadway will be reconstructed, and also will be widened from 40' to 44' between 92nd Ave. and 93rd Ave. 44' roadway for connections
4. **STREET LIGHTING**	Lights along widened section of Foster Road to be upgraded from 400 watt units to 1,000 watt units.
5. **TRAFFIC SIGNALS**	Signals along 92nd Ave. at Foster Rd. and Woodstock Blvd. will be converted to handle one-way traffic operation.
6. **ESTIMATED COST**	$474,000.


1420
(1680)
1290
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910
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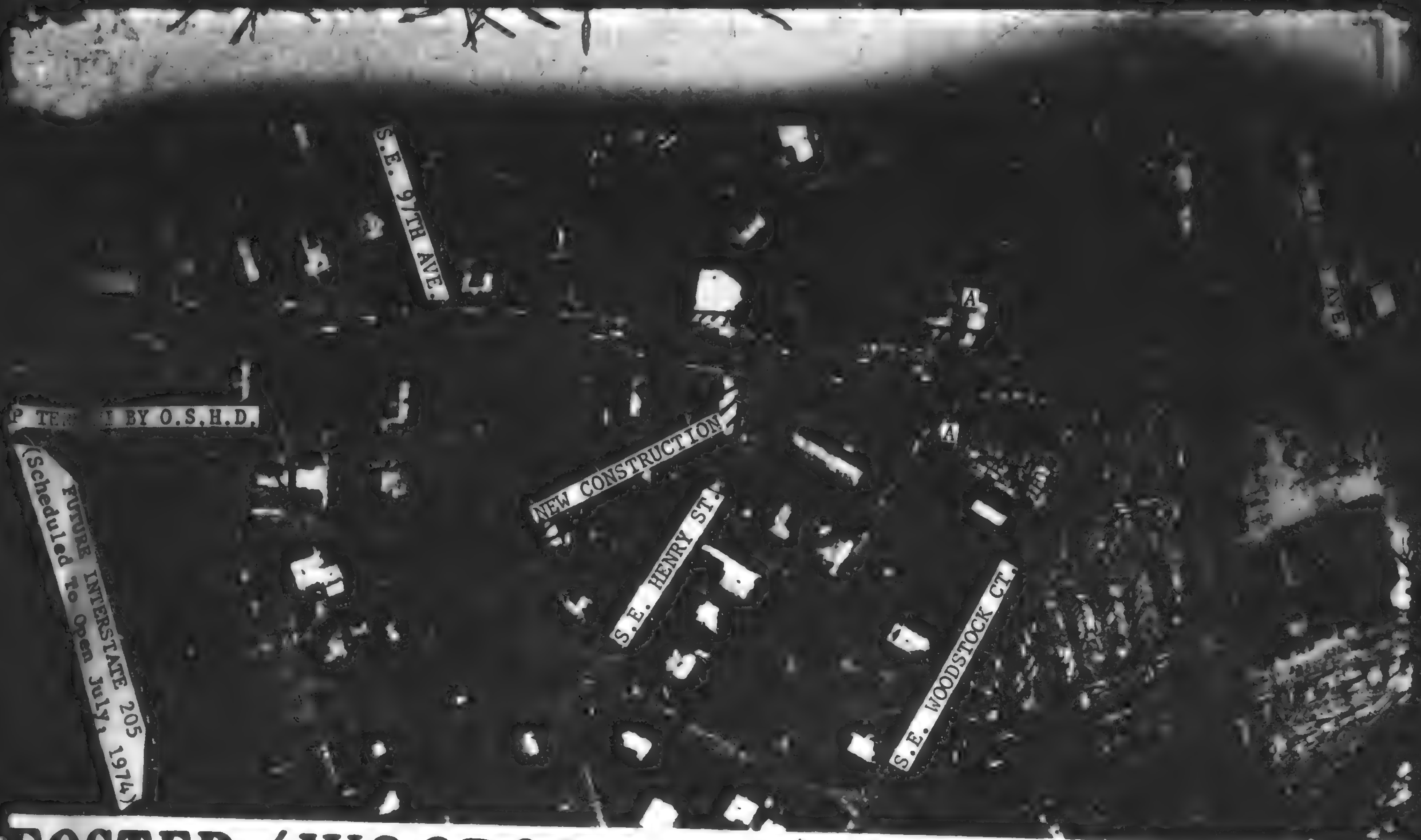
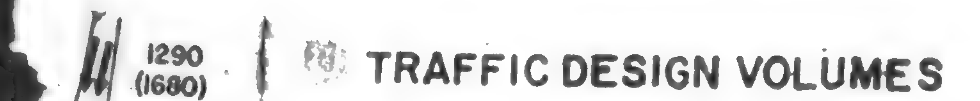
1640
(1470)
S.E.
730
(540)
LEGEND
000 AM. DESIGN
(0000) P.M. D.H.V


S.E. 97TH AVE.
AVE.
A
A
P TE I BY O.S.H.D.
FUTURE INTERSTATE 205
(Scheduled to Open July, 1974)
NEW CONSTRUCTION
S.E. HENRY ST.
S.E. WOODSTOCK CT.

FOSTER/WOODSTOCK COUPLET


TRAFFIC DESIGN VOLUMES
1290
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S.E.
FOSTER
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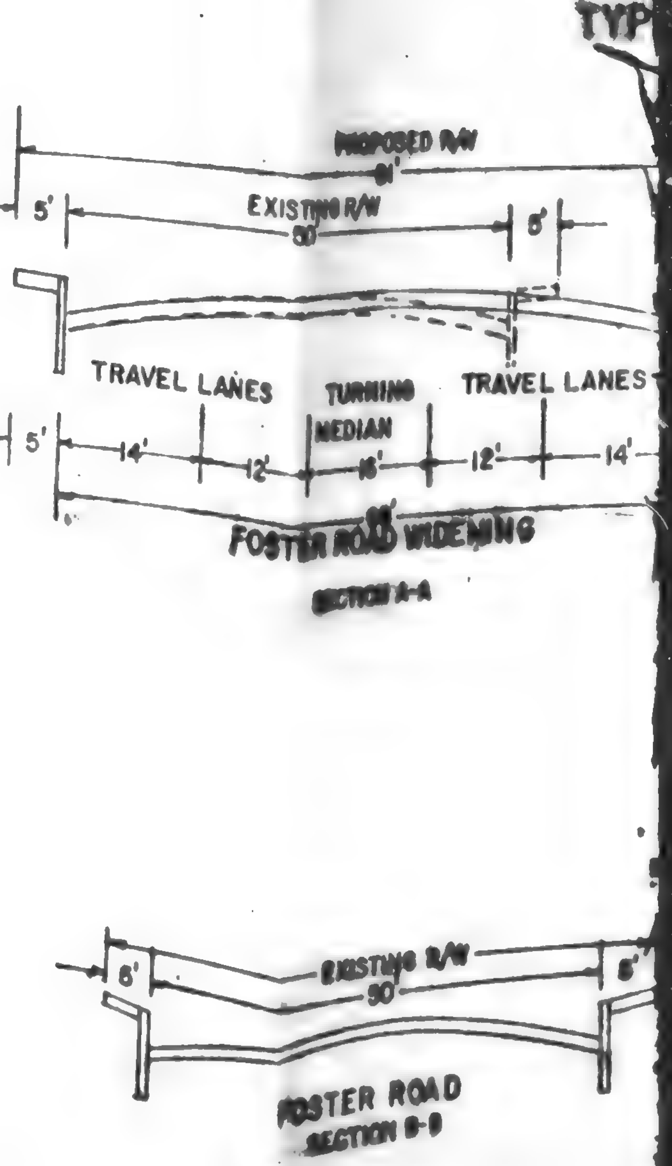
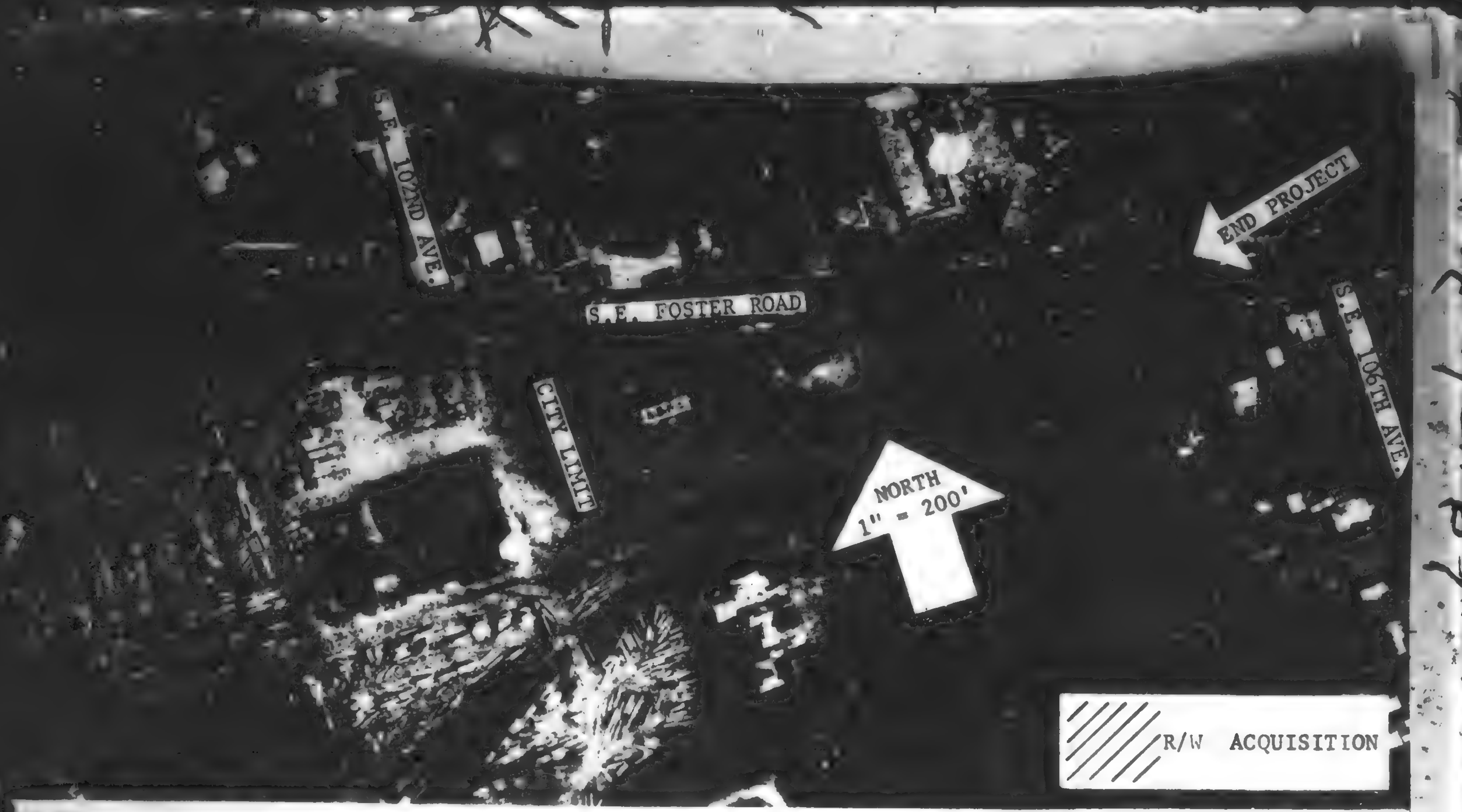
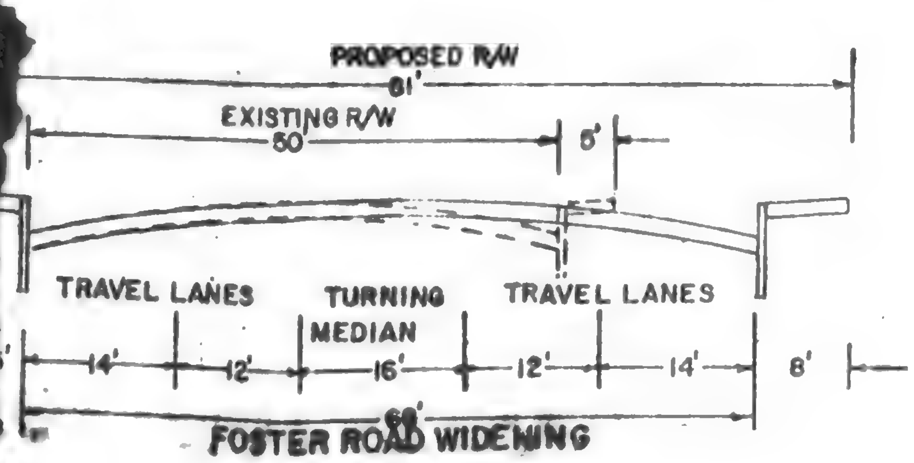

TYP
PROPOSED R/W
81'
5'
EXISTING R/W
50'
5'
TRAVEL LANES
TURNING MEDIAN
TRAVEL LANES
5'
14'
12'
16'
12'
14'
FOSTER ROAD WIDENING
SECTION A-A
6'
EXISTING R/W
50'
6'
FOSTER ROAD
SECTION B-B


S.E. 102ND AVE.
S.E. FOSTER ROAD
CITY LIMIT
NORTH
1" = 200'
END PROJECT
S.E. 106TH AVE.
R/W ACQUISITION

ET

TYPICAL SECTIONS


PROPOSED R/W
61'
EXISTING R/W
50'
5'
TRAVEL LANES
TURNING MEDIAN
TRAVEL LANES
14'
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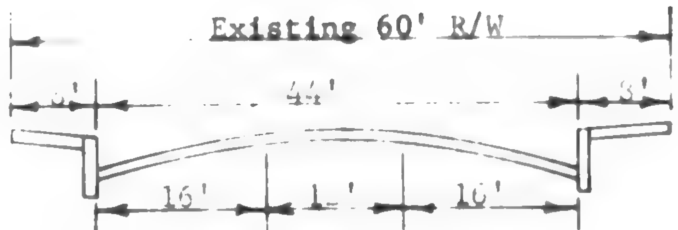
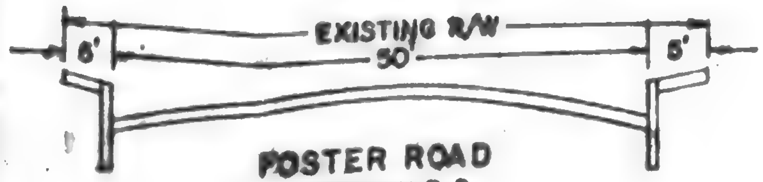
12'
14'
8'
68'

FOSTER ROAD WIDENING
SECTION A-A


Existing 60' R/W
8'
44'
8'
16'
12'
16'

Woodstock Blvd.
And Connectors
Section C-C


EXISTING R/W
50'
6'
5'

FOSTER ROAD
SECTION B-B

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COUNTY & CITY SECTION
JAN 4 1973
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF PORTLAND
OFFICE OF
THE CITY ENGINEER
January, 1973

FAU

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

December 7, 1972

RECEIVED
COUNTY & CITY SECTION
DEC 13 1972
☑ ENGR. ☑ COOR. ☑ DE ☑ AE ☑ RE
☑ RPE ☑ CE ☑ RE ☑ RPE ☐

Klaboe

RECEIVED
STATE HWY ENGR
DEC 12 '72
REFER TO
FOR
Info | ... | RD | DIR | ... | Act | ...

Mr. R. L. Nordlander, Director
Dept. of Public Works
2115 S. E. Morrison Street
Portland, Oregon

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. George Baldwin
Administrator

Mr. Loren Kramer, Director
Dept. of Administrative Services
Finance Division
Room 804 - Court House

Attention: Mr. Ralph Hawkins
Deputy Director

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held December 7, 1972, the following action was taken:

Memo from Director of Public Works in the matter of the request of Oregon State Highway Division that Multnomah County participate in the proposed Foster Road-Woodstock Blvd Couplet at a total cost to Multnomah County of $16,000.)

ORDERED, that the request of the Oregon State Highway Commission be hereby granted, Commissioner Aylsworth voting No.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Decker
Clerk of Board

RECEIVED
DEC 12 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
DEC 12 1972
Office of
Assistant State Highway Engineer

nh

NOTED
R. L. SCHROEDE

8064

RECEIVED
OCT 26 1972
FOR FILING

October 25, 1972

Mr. James L. Apperson, City Engineer
1220 Southwest Fifth Avenue
Portland, Oregon 97204

Dear Mr. Apperson:

Foster-Woodstock Couplet, FAU 1073
Intent to Prepare Negative Declaration

We have your letter of September 26 concerning a negative declaration on the subject project. I would like to point out that there are no hard and fast rules regarding the criteria for the preparation of a negative declaration, as opposed to a full environmental statement. It appears that this project, in comparison with I-205, is relatively insignificant. However, when considering that eight businesses and six residences are likely to be directly involved, a commitment to a negative declaration may not be appropriate at this time.

If it can be determined that the project is, in fact, a minor action as defined in PPM 90-1 and if the negative declaration is prepared in a manner that will evaluate all environmental impacts, the Highway Division will concur in the preparation of a negative declaration.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
E. S. Hunter
R. E. Royer
H. S. Cox
H. S. Coulter

DRB:jly: ajw

RECEIVED
OCT 17 1972
FOR FI

(12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 4, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project M-1073(1)
S.E. 89th - S.E. 106th Section
Foster-Woodstock Couplet

On September 14, 1972, Mr. Unreen of your County and City Section and our Metro Area Engineer, Mr. Christianson, met with Mr. Ross of the City of Portland. The purpose of that meeting was to discuss the environmental impact considerations of the Foster-Woodstock Couplet. The meeting included a review of the proposed project in the field and a discussion relative to handling the EIS requirements of PPM 90-1.

Based on that meeting it was generally agreed that a Negative Declaration appeared to be appropriate. The City was advised that the State and FHWA would not be inflexible regarding minor changes in design to minimize adverse effects on the adjacent features provided that service to the I-205 interchange would not be adversely affected. The City was further advised that sufficient data should be available to support a decision to prepare a Negative Declaration. Mr. Christianson suggested that they may wish to seek advice, through proper channels, from the OSHD Environmental Unit.

We have received a copy of Mr. Apperson's letter to Mr. Edwards expressing the City's intent to prepare a Negative Declaration. The Federal Highway Administration is in agreement with this approach as long as there is documented support for the decision. In your further intercourse with the City along this line, you are urged to make reference to the considerations outlined in paragraphs 4c and 5a of PPM 20-8. Our Area Engineer will be available to review this data with you if such a review is considered necessary.

RECEIVED
OCT 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED

10-12-72

NOTED
W. H. TEBEAU

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FBK
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

~~A-206~~
2, [illegible]ard

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

RECEIVED
STATE HWY ENGR
SEP 28 '72
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

September 26, 1972

Mr. Tom Edwards
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Foster/Woodstock Couplet
FAU 1073
Intent to Prepare Negative Declaration

Dear Sir:

This is to notify you that we intend to prepare a Negative Declaration for the above referenced project.

We have reviewed Federal guidelines as put forth in PPM 90-1 Appendix F, and have concluded that:

1. The project is not a major action.
2. There will be no significant effect upon the environment as a result of this project.

Therefore, we intend to proceed with preparation of a Negative Declaration in lieu of an Environmental Impact Statement. Please notify this office if you disagree with our intended procedure.

Very truly yours,

James L Apperson

JAMES L. APPERSON
City Engineer

RECEIVED
SEP 29 1972
PLANNING SECTION

Klaboe

LN:jr

NOTED
R. E. ROYER

NOTED
R. L. SCHROEDER

9-28-72
Schroeder
cy. [illegible]

2/6/73

5692

RECEIVED
COUNTY & CITY SECTION
JUN 5 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date May 22, 1972

Applicant Agency City of Portland

Federal Aid System Route No. 1073 Route Name Foster Rd. & Woodstock Blvd.

Project Name Foster/Woodstock Couplet

Project Length 0.7 Miles Project Location (Attached sketch map)

Project Description The project will convert Foster Road and Woodstock Boulevard from two-way to one-way operation at the interchange with I-205. The project extends from S.E. 89th Avenue to 200 ft. west of S.E. 106th Avenue, excluding the area between freeway ramp termini.

Average Daily Traffic See Att. Map Design Speed 30 MPH

Complete Applicable Sections:
A- Foster Rd., Two-way Section 68'
B- Foster Rd., One-way Section 50'
C- Woodstock Blvd., One-way Section 44'

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width A, B 50 ft. C 44 ft., 40ft Travel Lanes A,B 2 @ 15 Ft. C 2 @ 12 ft. Shoulders 10' for parking

Medians None Parking A,B,C, Both sides

Sidewalks A, B 5 ft. both sides; C 8 ft. both sides

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width A 68 ft.
B 50 ft.
C 44 ft.

Travel Lanes A 2@ 12', 2@ 14'
B 2@ 11.5', 1@ 11'
C 2@15', 1@14'

Shoulders None

Medians A 16' turning median; B and C None

Parking A and C None, B 8' both sides

Curbed Yes Length Curb Radii Variable

Sidewalk/Bikeway A 5' and 8', B 5 both sides, C 8' both sides

Other

FOOTNOTES: Three traffic islands will be constructed.

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. **ILLUMINATION DATA**

1. **Present Illumination and Location:** 400 watt mercury vapor lights mounted on wood poles with overhead wiring. Average spacing is 150 ft.

2. **Proposed Illumination:**

Location Spacing should be adjusted
Type 1000 watt mercury vapor lights on widened section of Foster Road. This is a utility company owned system, so there will be no cost to the City.

V. **STRUCTURE DATA**

1. **Existing Structure:** None

Location
Type
Size
To Remain in Place?

2. **Proposed Structure:** None

Location
Is a particular type of structure and design desired?
Approximate size of proposed structure
Are sidewalk/bikeways desired?
Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work The roadway work will involve construction of two connector roads, traffic islands, and the reconstruction of the Woodstock Blvd. Roadway. Also, a portion of Foster Road will be widened.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? Yes Explain The two new connector roads and Foster Road widening will require additional right of way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Included in project.

4. Will there be any persons displaced from their homes, farms or businesses? Yes If so, explain A full-take will be required for eight businesses and six residences.

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Existing signals at 92nd Ave. and Foster Road. Signals at 92nd Ave. and Woodstock Blvd. to be installed for two-way traffic operation under "TOPICS" Funds.

2. Proposed Signalization: None

Location

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES: Signals along 92nd Avenue at Foster Road and Woodstock Blvd. will be converted to handle one-way traffic operation.

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location Foster Road. 1500 ft. east of S.E. 103rd Place

Type of existing crossing At grade
Existing crossing protection signals

Name of Railroad Portland Traction Co.
Number of tracks: Mainline 1 Siding 1 Total 2
Angle of Intersection 32°
Sight distance: (Direction) North Distance 0.5 mi.
(Direction) South Distance 200 yds.
Number of Trains: Passenger ______ Speed ______
Freight 2/day, 6 day week. Speed 20 MPH

2. Will existing railroad crossing be altered? Foster Road will be widened 8 ft. at crossing.

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections ______

2. Applicant's Estimated of Cost for Requested Project:

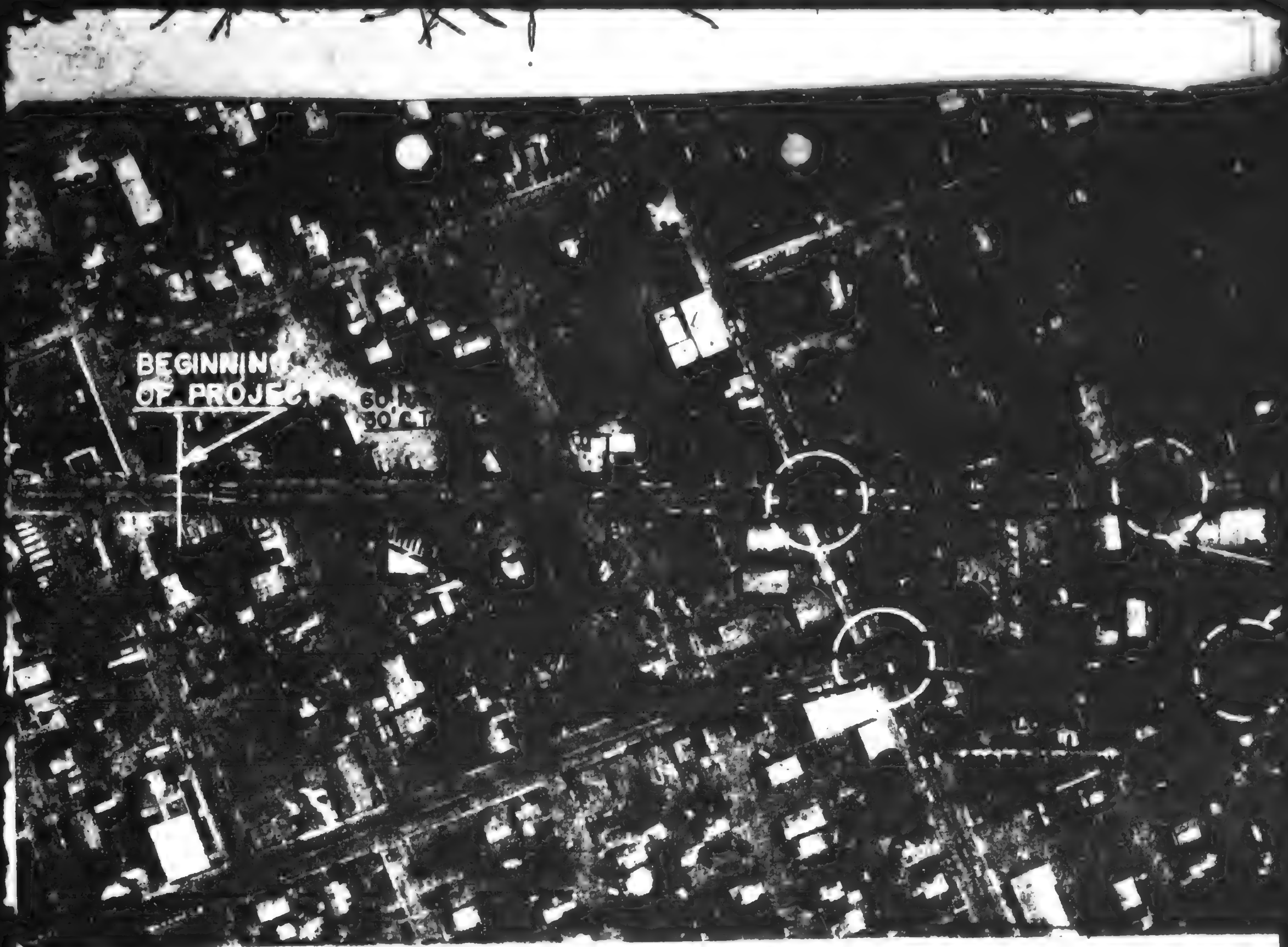
Roadway Work	$ 166,000
Right-of-Way Costs (If participating)	263,000
Traffic Control	7,000
Illumination	------
Structures	------
Railroad	------
Other Demolition	18,000
Preliminary Engineering	20.
PROJECT TOTAL	$ 474,000

FOOTNOTES: ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

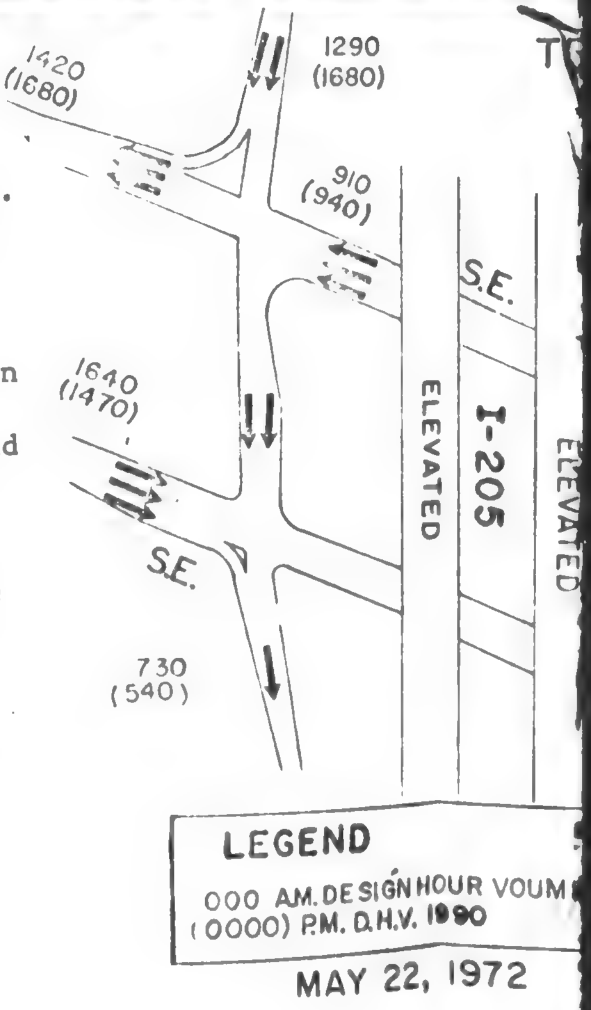
City of Portland
By
By

______ County
By ______
By ______
By ______

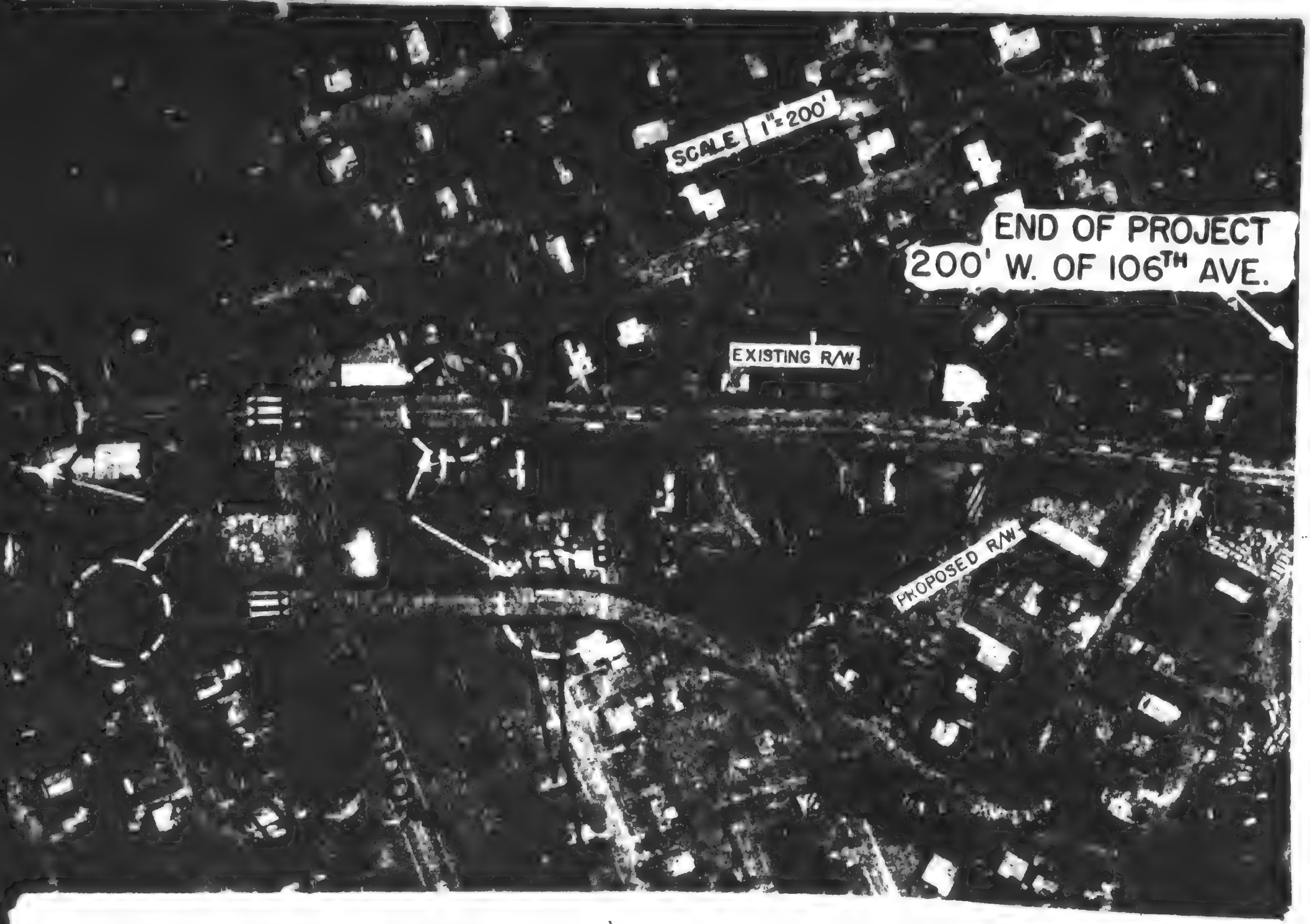

BEGINNING OF PROJECT
60' R/W
50' C.T.

PRELIMINARY DESIGN SPECIFICATIONS

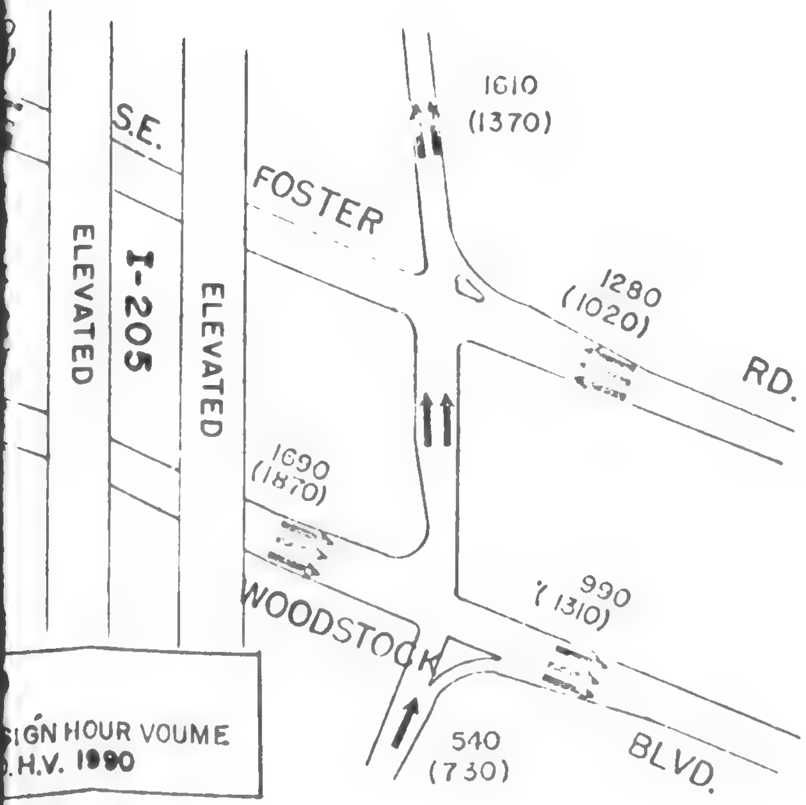
1. PRIORITY	Committed Interchange with I-205
2. RIGHT OF WAY	Existing 60' R/W on Foster Rd. and Woodstock Blvd. Foster Rd. R/W will be widened to 81' from Henry to end of project. New connections will have 60' R/W
3. ROADWAY	Foster Rd. will be widened from 50' to 68' between Henry and end of project. Woodstock Blvd. roadway will be reconstructed, and also will be widened from 40' to 44' between 93rd Ave. and 94th Ave.
4. STREET LIGHTING	Lights along widened section of Foster Road to be upgraded from 400 watt units to 1,000 watt units. This to be done by utility company.
5. TRAFFIC SIGNALS	Signals along 92nd Ave. at Foster Rd. and Woodstock Blvd. will be converted to handle one-way traffic operation.
6. ESTIMATED COST	$474,000.


1420
(1680)
1290
(1680)
T
910
(940)
S.E.
1640
(1470)
ELEVATED
I-205
ELEVATED
S.E.
730
(540)
LEGEND
000 AM. DESIGN HOUR VOUM
(0000) P.M. D.H.V. 1990

MAY 22, 1972

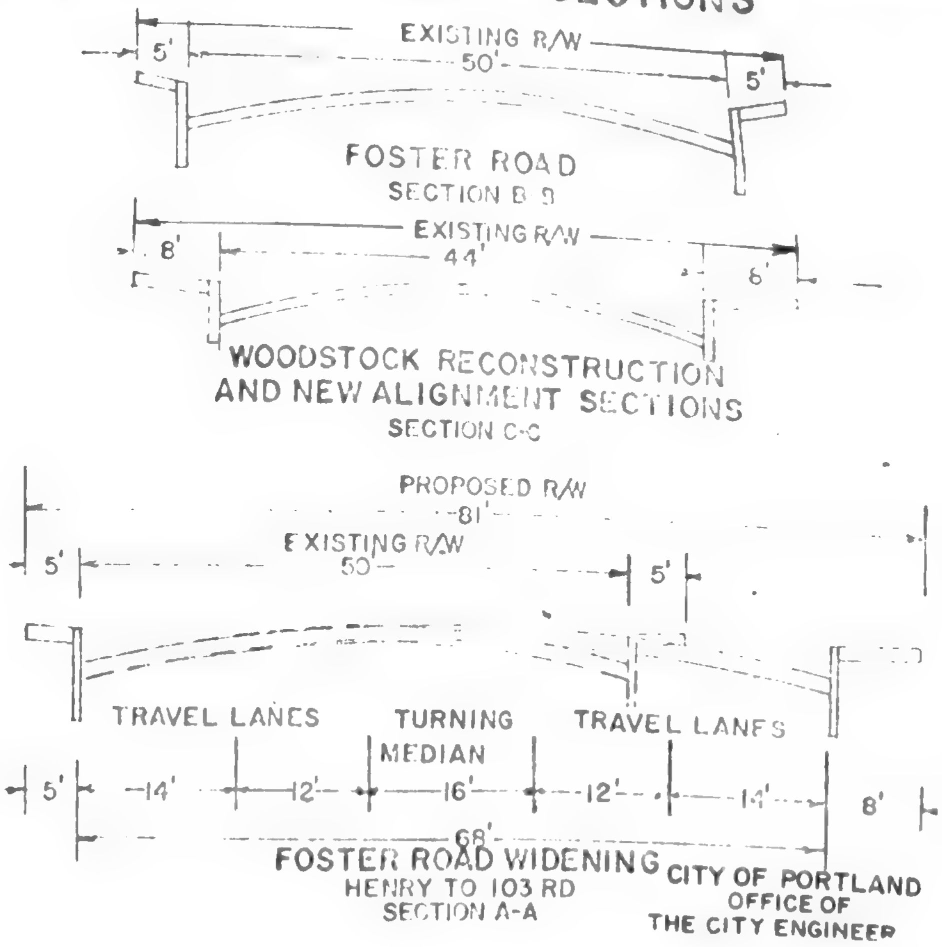

SCALE 1"=200'
END OF PROJECT
200' W. OF 106TH AVE.
EXISTING R/W
PROPOSED R/W

TRAFFIC DESIGN VOLUMES


S.E.
FOSTER
RD.
I-205
ELEVATED
ELEVATED
WOODSTOCK
BLVD.
1610
(1370)
1280
(1020)
1690
(1870)
990
(1310)
540
(730)
SIGN HOUR VOUME
D.H.V. 1990

22, 1972

TYPICAL SECTIONS


EXISTING R/W
5'
50'
5'
FOSTER ROAD
SECTION B-B
EXISTING R/W
8'
44'
8'
WOODSTOCK RECONSTRUCTION
AND NEW ALIGNMENT SECTIONS
SECTION C-C
PROPOSED R/W
81'
EXISTING R/W
50
5'
5'
TRAVEL LANES
TURNING
MEDIAN
TRAVEL LANES
5'
14'
12'
16'
12'
14'
8'
68'
FOSTER ROAD WIDENING
HENRY TO 103 RD
SECTION A-A

CITY OF PORTLAND
OFFICE OF
THE CITY ENGINEER

(3) Provides a public forum that affords a full opportunity for presenting views on major highway design features, including the social, economic, environmental, and other effects of alternate designs.

c. "Social, economic, and environmental effects" means the direct and indirect benefits or losses to the community and to highway users. It includes all such effects that are relevent and applicable to the particular location or design under consideration such as:

(1) Fast, safe and efficient transportation.

(2) National defense.

(3) Economic activity.

(4) Employment.

(5) Recreation and parks.

(6) Fire protection.

(7) Aesthetics.

(8) Public utilities.

(9) Public health and safety.

(10) Residential and neighborhood character and location.

(11) Religious institutions and practices.

(12) Conduct and financing of Government (including effect on local tax base and social service costs).

(13) Conservation (including erosion, sedimentation, wildlife and general ecology of the area).

(14) Natural and historic landmarks.

(15) Noise, and air and water pollution.

(16) Property values.

(17) Multiple use of space.

(18) Replacement housing.

(19) Education (including disruption of school district operations).

(20) Displacement of families and businesses.

(21) Engineering, right-of-way and construction costs of the project and related facilities.

(22) Maintenance and operating costs of the project and related facilities.

(23) Operation and use of existing highway facilities and other transportation facilities during construction and after completion.

This list of effects is not meant to be exclusive, nor does it mean that each effect considered must be given equal weight in making a determination upon a particular highway location or design.

5. COORDINATION

a. When a State highway department begins considering the development or improvement of a traffic corridor in a particular area, it shall solicit the views of that State's resources, recreation, and planning agencies, and of those Federal agencies and local public officials and agencies, and public advisory groups which the State highway department knows or believes might be interested in or affected by the development or improvement. The State highway department shall establish and maintain a list upon which any Federal agency, local public official or public advisory group may enroll, upon its request, to receive notice of projects in any area specified by that agency, official, or group. The State highway departments are also encouraged to establish a list upon which other persons and groups interested in highway corridor locations may enroll in order to have their views considered. If the corridor affects another State, views shall also be solicited from the appropriate agencies within that State. All written views received as a result of coordination under this paragraph must be made available to the public as a part of the public hearing procedures set forth in paragraph 8.

b. Other public hearings or informal public meetings, clearly identified as such, may be desirable either before the study of alternate routes in the corridor begins or as it progresses to inform the public about highway proposals and to obtain information from the public which might affect the scope of the study or the choice of alternatives to be considered, and which might aid in identification of critical social, economic and environmental effects at a stage permitting maximum consideration of these effects. State highway departments are encouraged to hold such a hearing or meeting whenever that action would further the objectives of this PPM or would otherwise serve the public interest.

8064

RECEIVED
OCT 25 1972
FOR FILING

October 24, 1972

Mr. R. L. Nordlander, Director
Department of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97204

Dear Mr. Nordlander:

As you are aware, the City of Portland has initiated a Federal Aid Urban System project to establish a Foster Road-Woodstock Boulevard Couplet near I-205. They originally proposed that Foster Road from the east end of the couplet to 106th Avenue be widened to a 68-foot width to tie into the County's four-lane section in this area.

Recently the City of Portland informed us that their City Charter does not allow them to expend City funds on street improvements outside the city limits (102nd Avenue). They also mentioned that they had contacted your office and were told that the County would be unable to participate financially at this time. Therefore, they have requested that the project be terminated at 102nd Avenue.

We are requesting that you reconsider financial participation in this proposed project. Without your participation there will be a constricted street section (102nd - 106th) creating a bottleneck between adjacent sections of a modern four-lane urban facility.

For your information and use attached is a sketch of the proposed improvements. County financial participation would be approximately 20 percent of the costs easterly of the city limits. It is estimated that improvements of this section will cost approximately $80,000 of which federal aid would be 60 percent and State and County would each be 20 percent or $16,000.

I feel that it is in the interest of the public to include this work in the project and request your earliest consideration of the proposal.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

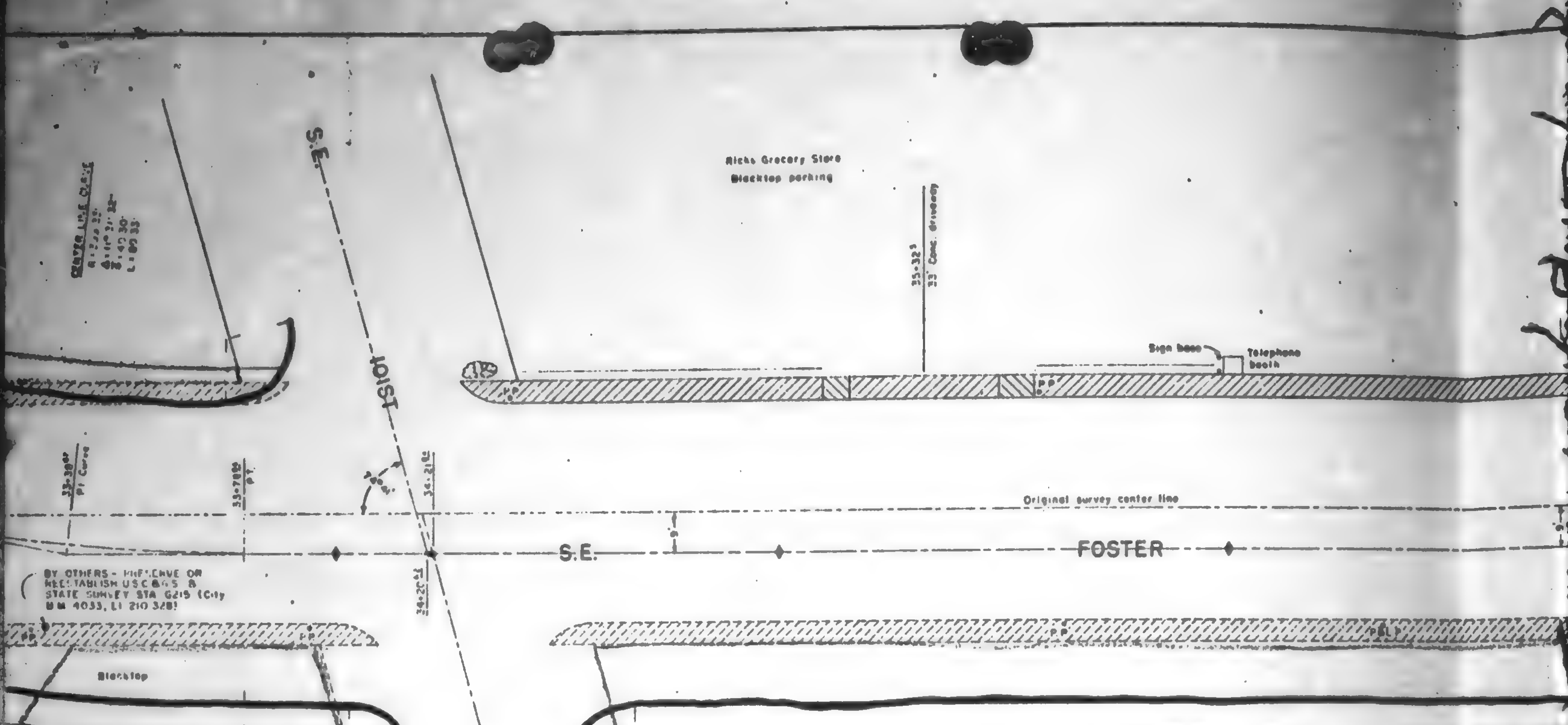
for E. S. Hunter
Assistant State Highway Engineer

Attachment

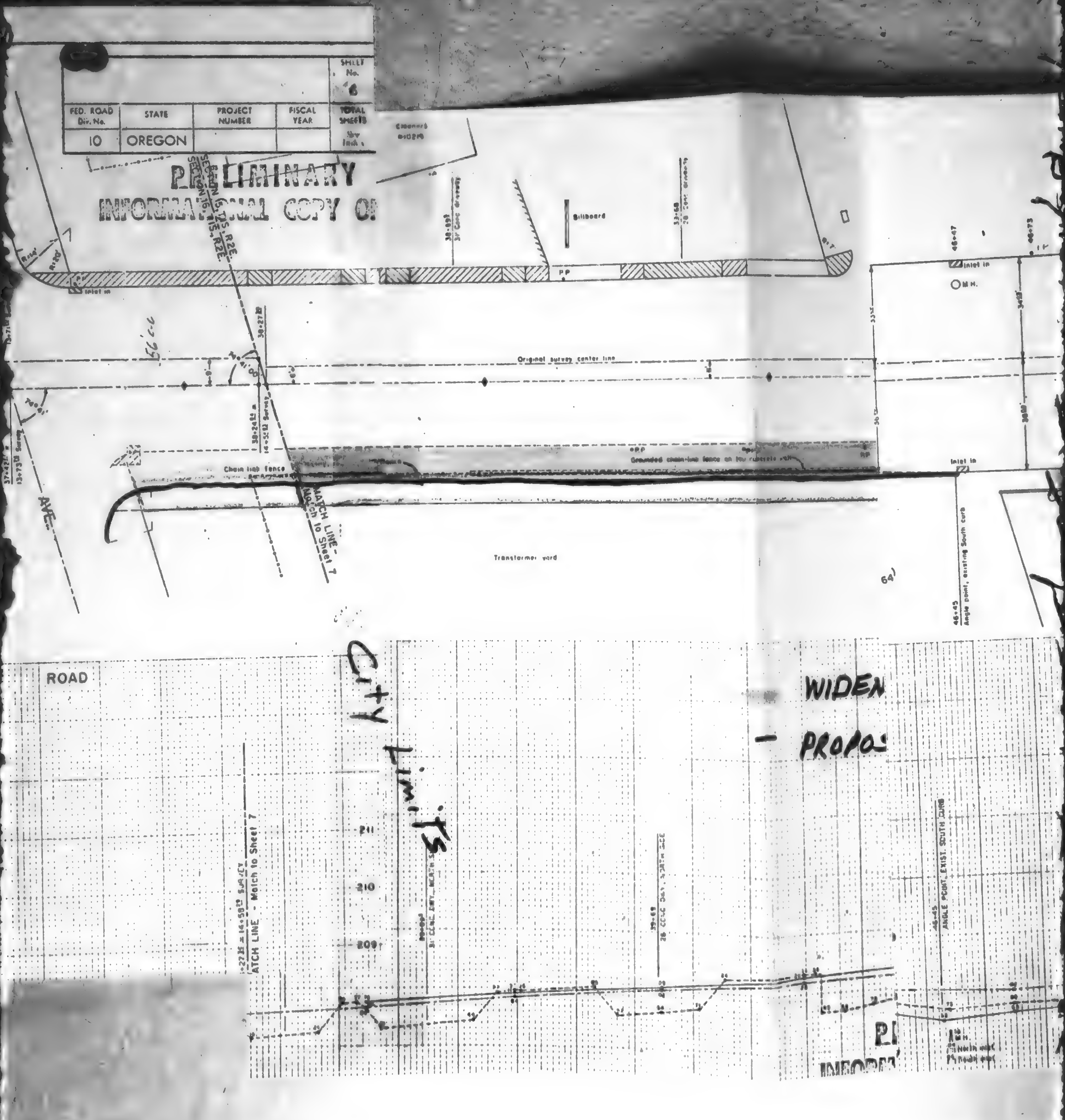
cc: Mr. James L. Apperson
City Engineer
City of Portland
City Hall
Portland, Oregon

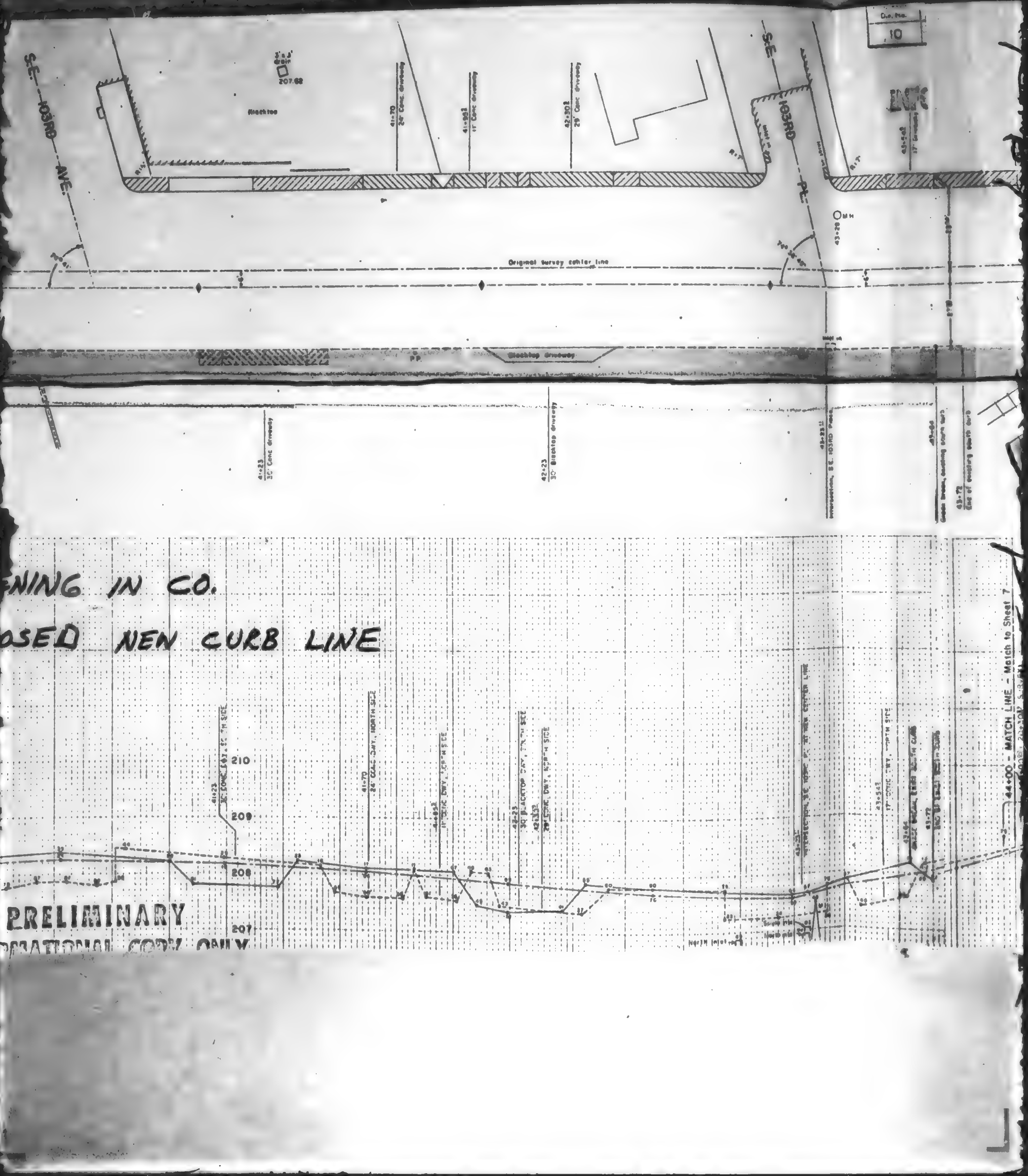
Tom Edwards
F. B. Klaboe
R. L. Schroeder
H. S. Cox
H. S. Coulter

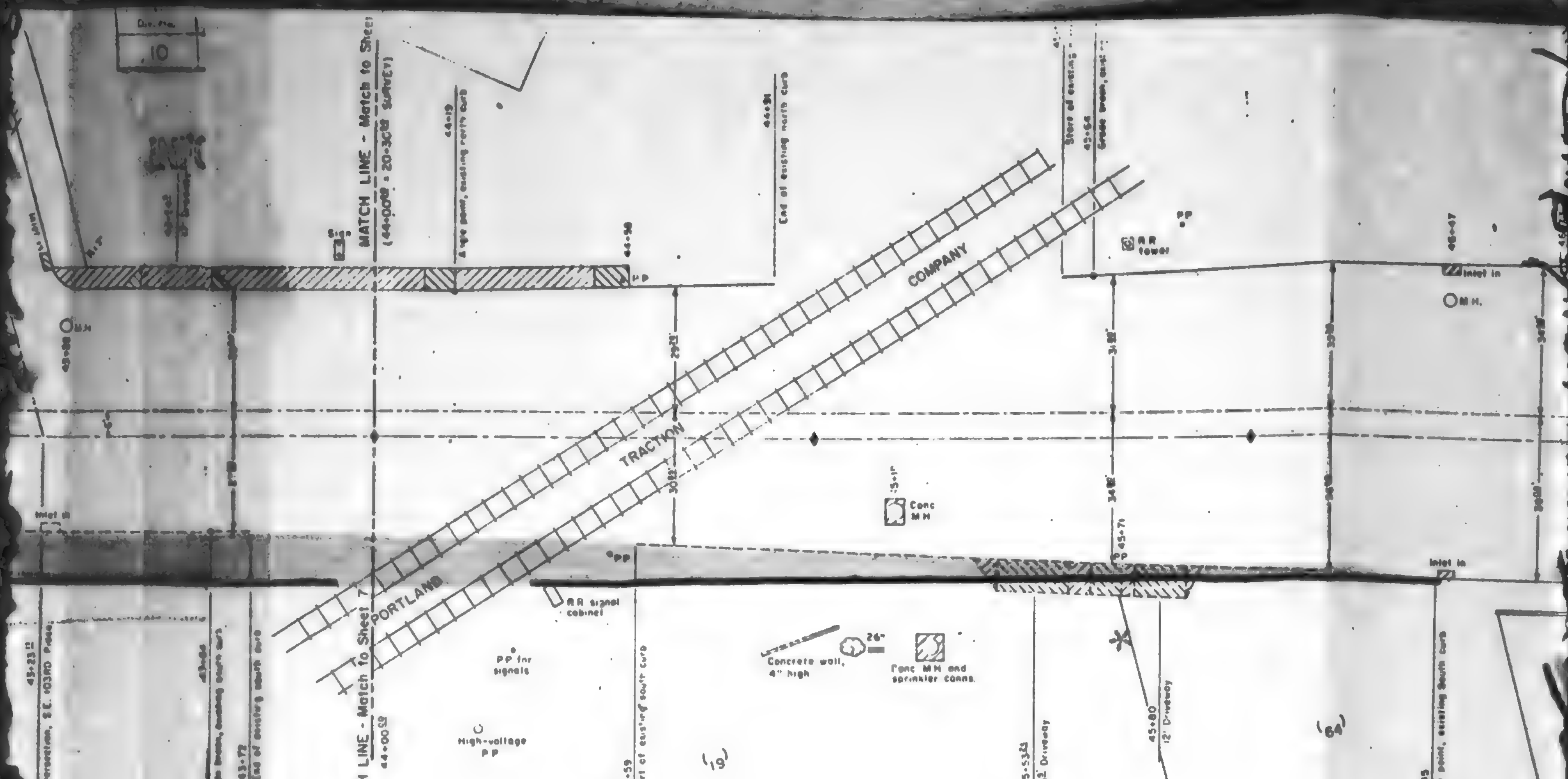
RU:mm/ESH:jf

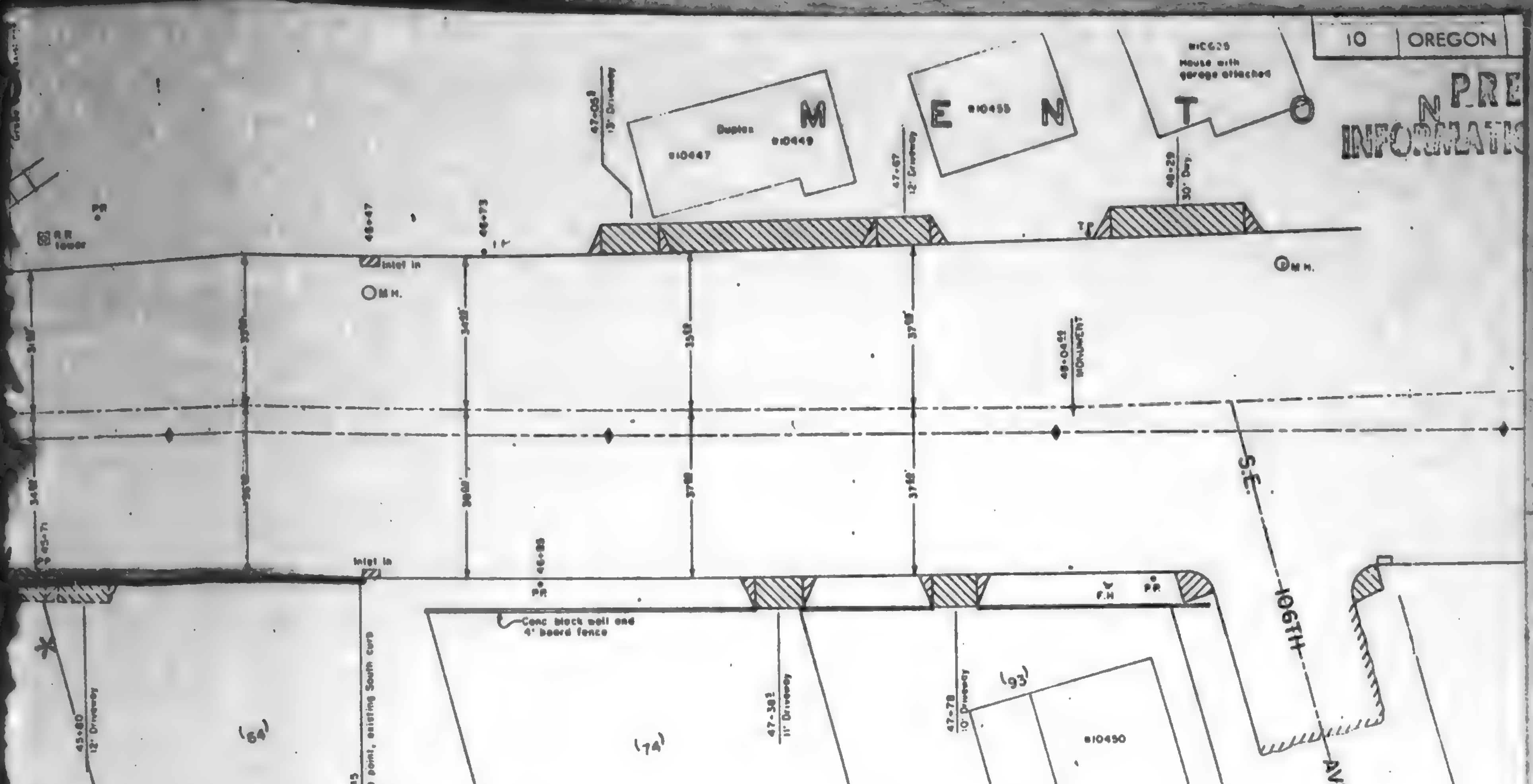

S.E. 101ST AVE.
Ricks Grocery Store
Blacktop parking
35+32±
33' Conc. driveway
Sign base
Telephone booth
Original survey center line
S.E. FOSTER
33+30±
PI Curve
33+70±
P.T.
34+21±
34+20±
BY OTHERS - PRESERVE OR REESTABLISH U.S.C.&G.S. & STATE SURVEY STA G215 (City BM 4033, El 210 328)
Blacktop
Dwyer Lumber Co
Lumber deposit
P.P.
FOSTER
ROAD
S.E.
FOSTER
33+70± (1.0-09E) SURVEYS
34+20±
CENTER LINE SE 101ST AVE TO NORTH
34+2 ±
CENTER LINE SE 101ST AVE TO SOUTH
35+32±
33' CONC. DRIVEWAY, NORTH SIDE
211
210
209

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 6 TOTAL SHEETS
10	OREGON			


PRELIMINARY
INFORMATIONAL COPY O
SECTION 15, T.1S., R.2E.
SECTION 16, T.1S., R.2E.
Billboard
30+09 3' Conc driveway
33+58 28' Conc driveway
Inlet in
M.H.
46+47
46+73
PP
Original survey center line
Chain link fence
Grounded chain-link fence on low concrete wall
Inlet in
MATCH LINE - Match to Sheet 7
AVE.
Transformer yard
64'
46+45 Angle point, existing South curb
ROAD
211
210
209
MATCH LINE - Match to Sheet 7
31' CONC DWY. NORTH S
28' CONC DWY. NORTH SIDE
46+45 ANGLE POINT EXIST. SOUTH CURB
City Limits
WIDEN
PROPOS
PI
INFORM

Dr. No.
10
S.E. 103RD AVE.
S.E. 103RD PL.
3'x3' Drain
207.62
Blacktop
41+70 24' Conc Driveway
41+95± 11' Conc Driveway
42+30± 29' Conc Driveway
43+54± 17' Driveway
MH
43+20
Original survey center line
Blacktop Driveway
PP
41+23 30' Conc Driveway
42+23 30' Blacktop Driveway
43+23± Intersection, S.E. 103RD Place
43+64 Catch Basin, existing south curb
43+72 End of existing south curb
ENING IN CO.
OSED NEW CURB LINE
210
209
208
207
41+70 24' CONC. DWY., NORTH SIDE
42+23 30' BLACKTOP DWY., SOUTH SIDE
43+23 INTERSECTION, S.E. 103RD PL. AT NEW CENTER LINE
43+54± 17' CONC. DWY., NORTH SIDE
44+00 - MATCH LINE - Match to Sheet 7
North Inlet
South Inlet
PRELIMINARY
RMATIONAL COPY ONLY


Dr. No.
10
MATCH LINE - Match to Sheet
(44+00⁰⁰ = 20+30⁰⁰ SURVEY)
Sign
44+19 Angle point, existing north curb
44+56
PP
44+91 End of existing north curb
Start of existing
45+54 Grade break, exist
PP
RR tower
46+47
Inlet in
MH
MH
29.23
30.82
31.82
34.82
TRACTION
COMPANY
PORTLAND
Inlet in
Conc MH
45+71
PP
RR signal cabinet
PP for signals
High-voltage PP
Concrete wall, 4" high
26"
Conc MH and sprinkler conns.
(19)
(64)
43+23.11 Intersection, SE 103RD Place
43+72 End of existing south curb
MATCH LINE - Match to Sheet 7
44+00⁰⁰
44+59 Start of existing south curb
45+53 21' Driveway
45+80 12' Driveway
46+45 Angle point, existing South curb
Inlet in
MATCH LINE - Match to Sheet 7
44+00 - MATCH LINE - Match to Sheet 7
(44+00⁰⁰ = 20+30⁰⁰ SURVEY)
P.T.C. TRACKS AT NEW SOUTH CURB LINE
44+59 START OF EXIST. SOUTH CURB
P.T.C. TRACKS AT CENTER LINE
44+91 END OF EXIST. NORTH CURB
P.T.C. TRACKS AT NORTH CURB LINE
45+57 START OF EXIST. NORTH CURB
46+45 ANGLE POINT, EXIST. SOUTH CURB
43+34
43+72
210
209
208
207
PRELIMINARY


10
OREGON
#10625
House with garage attached
M E N T O
N PRE
INFORMATIO
Duplex
#10447
#10449
#10455
47+05
12' Driveway
47+67
12' Driveway
48+29
30' Dwy.
R.R. tower
PR
45+47
45+73
Inlet in
M.H.
48+04
MONUMENT
S.E. 106TH AVE.
Inlet in
46+38
PR
Conc block wall and 4' board fence
F.H
PR
45+80
12' Driveway
(64)
46+45
Angle point, existing South curb
(74)
47+38
11' Driveway
(93)
47+78
10' Driveway
#10450
210
209
208
207
46+45
ANGLE POINT, EXIST. SOUTH CURB
48+04
MONUMENT
M.H.
MINARY

FAU

TRANSACTION NUMBER 9-22

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-11-72

BY (Signature): MR. YOUNG'S AUGUUST 31, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)- LOCATION	WORK
	M-1073(1)	0.70	20,000	12,700	SE 89TH AVE.-SE 106TH AVE. SECTION-MULTNOMAH COUNTY.	PRELIMINARY ENGINEERING

9-11-72

RECEIVED
COUNTY & CITY SECTION
SEP 12 1972
☑ ENGR. ☑ COOR. ☑ [illegible] ☐ NE ☑ NE
☑ DPE ☑ CE ☑ [illegible] ☑ DPE ☐

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-11-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

[illegible]

FAU

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S.E. 89th Ave - S.E. 106th Ave (Portland) Date July 26, 1972

Highway S.E. Foster Rd - Woodstock Blvd. Couplet(FAUS 1073) Authorization No. 1

County Multnomah Survey Prefix 326-1984 (Assigned in Salem office)

Description of termini, route, length, etc.: The westerly terminus is S. E. 89th Avenue. The easterly terminus is at S.E. 106th Avenue. Length: 0.7 miles. (This excludes 0.17 mile section being constructed on I-205 project.)

Note: See attached sheet for typical sections.

RECEIVED
COUNTY & CITY SECTION
SEP 14 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ OPE ☑ CE ☑ RE ☒ RPE ☐

Purpose of survey: For City of Portland to perform all preliminary engineering and prepare plans, specifications, special provisions, and estimates of costs for construction to convert Foster Road and Woodstock Blvd. from two-way to a one-way couplet in the vicinity of I-205. City to furnish environmental impact statement and conduct public hearings. State to acquire all necessary right-of-way and advertise project for bids, and award contract.

Estimate of cost:	~~(901)xxxxxxxxx$10,000.~~		
Field	(901)	10,000	(CITY)
Plans	(905)	500	
R/W	(909)	1,000	
Liaison	(913)	1,000	

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$12,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
George F Bresnan
Metropolitan Locating Field Engineer

Recommended for Approval:
D E Swan
Ass't. Division Engineer

Recommended for Approval:
Victor D Wolfe
Location ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

State Printing 241

PROGRAM & PLAN. DIV.
P. E. APPR. 9-11-72 BEN GIFFORD
FED. - AID US STATE

8064

RECEIVED
SEP 5 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 31, 1972

TO
G. L. Gueen, Acting Division Engineer
~~[illegible]~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
Program Data Submission
S. E. 89th Ave. - S. E. 104th Ave. (Portland) Section
Project M-1072(1)

We are submitting program data for one Urban System preliminary engineering project item No. 2, Project M-1072(1), "S. E. 89th Ave.-S. E. 106th Ave. (Foster Rd., Portland) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

Enclosed is a copy of State Clearinghouse letter of approval dated July 31, 1972.

"Notice of Intent" was sent to District 2 Clearinghouse on June 29, 1972 and said notice has lain before the clearinghouse without action for more than 30 days, therefore it is assumed that no adverse review or comments will be received.

We hereby request your authorization for the State and City of Portland to proceed with the phases of Preliminary Engineering necessary to obtain Location/Design approval.

A State-City agreement is being processed to provide for certain portions of the Preliminary Engineering phase to be accomplished by the City of Portland's engineering forces with such work being eligible for Federal participation. FHWA Memorandum of August 11, 1972 concurred that the City of Portland was adequately staffed and capable of performing said engineering.

2064

G. L. [illegible], Acting Division Engineer
August 31, 197[illegible]
Page 2

We will request further authorization to proceed with P. S. & E. phase of preliminary engineering for the project as soon as Location/Design approval is granted.

Enclosure

RNC:bda

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO. 9-22

DATE SUBMITTED TO W.O. SEP 11 1972

8-31-72

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. S.E. Foster Rd. (89th-106th) Portland 65	ADT	PRESENT 10,000	FUTURE (66) 23,000 (70)	YEAR (71) 92 (72)	REGION 10	STATE NAME Oregon	STA CO (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A-6 (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 27 1073 (1)	SEQ.

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Multnomah				CODE (14) 051 (16)		
	NAME OF URBAN AREA 17-31 Portland	027	ROUTE NO. U	FEDERAL-AID 1073 (32)	STATE city st. (36)	(37) U.S. (41)			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	City St. S.E. Foster Rd. from S.E. 89th Ave. to approximately S.E. 106th Ave. in Portland	0.70	20,000	12,700	3,650	3,650 (city)
5	8-31-72				ROW		"S.E. 89th Ave. - S.E. 106th Ave. Section"		(263,000)			
5					CONST (CODE)				(191,000)			

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.70	20,000	12,700	3,650	3,650 (city)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

SEP 11 1972
FHWA OREGON DIVISION

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COUNTY & CITY SECTION
SEP 12 1972
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☐ [illegible] ☑ CE ☐ [illegible] ☐ [illegible] ☐

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FAU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

9-22

SEP 11 1972

FORM PR-1
(REV. 4-61)

8-31-72

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. S.E. Foster Rd. (89th-106th) Portland		10,000	23,000	92	10	Oregon	35	W32	2

SED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	APPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ngineering						A6		M-	1073 (1)			

NDS Urban System

Portland 027

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1073	city st.	

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	City St. S.E. Foster Rd. from S.E. 89th Ave. to approximately S.E. 106th Ave. in Portland	0.70	20,000	12,700	3,650	3,650 (city)	Preliminary Engineering All Phases, including Environmental Statement, Hearing and P.S. & E. prep. (Future 4-lane facility with sidewalk/bikeway)
ROW		"S.E. 89th Ave. - S.E. 106th Ave. Section"		(263,000)				
CONST (CODE)				(191,000)				ROW - 80' Normal; Access Control - Partial; Parking Restrictions - Partial.
		PROJECT TOTALS	0.70	20,000	12,700	3,650	3,650 (city)	

RECEIVED
COUNTY & CITY SECTION
SEP 12 1972
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REMARKS

PPROVAL DATES

11 1972

REGON DIVISION

(OVER)

USCOMM DUSCOMM-DC 48905-

S.E. 89TH AVE - S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION
PROJECT M-1073(1)

Existing Facility: 50' to 76' asphaltic concrete wearing surface with curbs and 5' sidewalks.

Adjacent Sections:
West End: 50' asphaltic concrete wearing surface with curbs and sidewalks.
East End: 76' asphaltic concrete wearing surface with curbs and sidewalks.

Project Data: The work consists of all phases of Preliminary Engineering, i.e. such as Engineering Studies, Surveys, Preliminary plans and estimates, Environmental Statement, Hearings and final P.S. & E. preparation. (For future construction of a Foster Rd.-Woodstock Blvd. couplet in the vicinity of FAI-205. The couplet will tie into sections of Foster Rd. and Woodstock Blvd. being reconstructed within the limits of FAI-205. New connections between Foster Rd. and Woodstock Blvd. near 90th Ave. and Henry St. will be constructed to a 44' c-c (3-lane) width with 8' sidewalk/bikeways. Existing 40' c-c sections of Woodstock Blvd. will be reconstructed to a 44' c-c width. Foster Rd. will be widened to a 68' c-c (4-lane w/turn median) width easterly of Henry St. Revise existing traffic and railroad crossing signals. Provide traffic signing and striping. Perform other minor work. Acquire right-of-way.)

The field engineering, preliminary plans and estimates, holding of hearings, preparation of Environmental Statement will be performed by City of Portland. The state will perform supervisory engineering and all P.S. & E. preparation. Note: The City of Portland may employ a qualified Consultant to prepare the required "Environmental Statement".

The required City-State agreement covering the ultimate facility as well as this project is being processed as a separate action.

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

Public Hearings: Opportunity for hearings will be afforded and hearings held if requested.

Railroad Data:

Name of Railroad	Portla
Number of Tracks	Two (
Number of Trains	Two p
No. of High Speed Trains	None
Existing Protection	Flashi
Proposed Protection	Flashi
Railroad Benefits	Maxim

State Clearinghouse Approval: Received under lett

District 2 Clearinghouse: "Notice of Intent" was s June 29, 1972 and said notice has lain before the more than 30 days, therefore it is assumed that will be received.

Data for PR-37 Form:

Field Engineering	$13,00
P.S. & E. Preparation	7,00
Total P.E.	$20,00

S.E. 89TH AVE - S.E. 106TH AVE. (S.E. FOSTER RD., PORTLAND) SECTION

PROJECT M-1073(1)

' to 76' asphaltic concrete wearing surface with curbs

phaltic concrete wearing surface with curbs and sidewalks.
phaltic concrete wearing surface with curbs and sidewalks.

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g Studies, Surveys, Preliminary plans and estimates, En-
ent, Hearings and final P.S. & E. preparation. (For future
oster Rd.-Woodstock Blvd. couplet in the vicinity of FAI-
ill tie into sections of Foster Rd. and Woodstock Blvd. being
in the limits of FAI-205. New connections between Foster
Blvd. near 90th Ave. and Henry St. will be constructed to
width with 8' sidewalk/bikeways. Existing 40' c-c sections
will be reconstructed to a 44' c-c width. Foster Rd. will be
c (4-lane w/turn median) width easterly of Henry St. Re-
c and railroad crossing signals. Provide traffic signing and
other minor work. Acquire right-of-way.)

g, preliminary plans and estimates, holding of hearings,
onmental Statement will be performed by City of Portland.
rm supervisory engineering and all P.S. & E. preparation.
Portland may employ a qualified Consultant to prepare the
ental Statement".

tate agreement covering the ultimate facility as well as
g processed as a separate action.

es, Water Development, Historical and Recreational Areas:

unity for hearings will be afforded and hearings held if

Railroad Data:

Name of Railroad	Portland Traction Company
Number of Tracks	Two (1 main 1 siding)
Number of Trains	Two per day
No. of High Speed Trains	None
Existing Protection	Flashing Light, X-Bucks & Adv. Warning
Proposed Protection	Flashing Lights, Gongs and Gates.
Railroad Benefits	Maximum

State Clearinghouse Approval: Received under letter dated July 31, 1972.

District 2 Clearinghouse: "Notice of Intent" was sent District 2 Clearinghouse on June 29, 1972 and said notice has lain before the clearinghouse without action for more than 30 days, therefore it is assumed that no adverse review or comments will be received.

Data for PR-37 Form:

Field Engineering	$13,000
P.S. & E. Preparation	7,000
Total P.E.	$20,000

AUG 30 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ DE ☒ UPE ☐

MEMO TO R. N. CHASE DATE August 30, 1972

URBAN SYSTEM PROJECT PROGRAMING REQUEST

CITY: Portland SECTION: S.E. 89th Avenue-S.E. 106th Avenue (Portland)
S.E. Foster Road-S.E. Woodstock Blvd. Couplet (FAUS 1073)

PROPOSED WORK: All phases preliminary engineering necessary to prepare project for contracting. City of Portland will perform bulk of preliminary engineering, State will review and prepare final plans and specifications. City may hire consultant to prepare E.I.S.

COSTS	TOTAL	FEDERAL	STATE	CITY
*P.E.	$20,000	$ 12,700	$ 3,650	$ 3,650
R/W	(263,000	167,000	48,000	48,000)
Construction	(191,000	121,300	34,850	34,850)
TOTAL	$474,000	$301,000	$86,500	$86,500

*Field $13,000 *P.S. & E. Preparation $7,000

EXISTING FACILITIES:

Foster Rd.: 50' c-c (2-lane) w/5' PCC sidewalks. Tapers from 50' c-c at 102nd Ave. to 72' c-c near 106th Ave.

Woodstock Blvd: 44' c-c (2-lane) w/8' PCC sidewalks westerly of 92nd Ave.
40' c-c (2-lane) w/8' PCC sidewalks easterly of 92nd Ave.

PROPOSED PROJECT: Establish a Foster Rd.-Woodstock Blvd. couplet in the vicinity of FAI-205. The couplet will tie into sections of Foster Rd. and Woodstock Blvd. being reconstructed within the limits of FAI-205. New connections between Foster Rd. and Woodstock Blvd. near 90th Ave. and Henry St. will be constructed to a 44' c-c (3-lane) width with 8' sidewalk/bikeways. Existing 40' c-c sections of Woodstock Blvd. will be reconstructed to this same width. Foster Rd. will be widened to a 68' c-c (4-lane w/turn median) width easterly of Henry St. Revise existing traffic and railroad crossing signals. Provide traffic signing and striping. Perform other minor work. Acquire right-of-way.

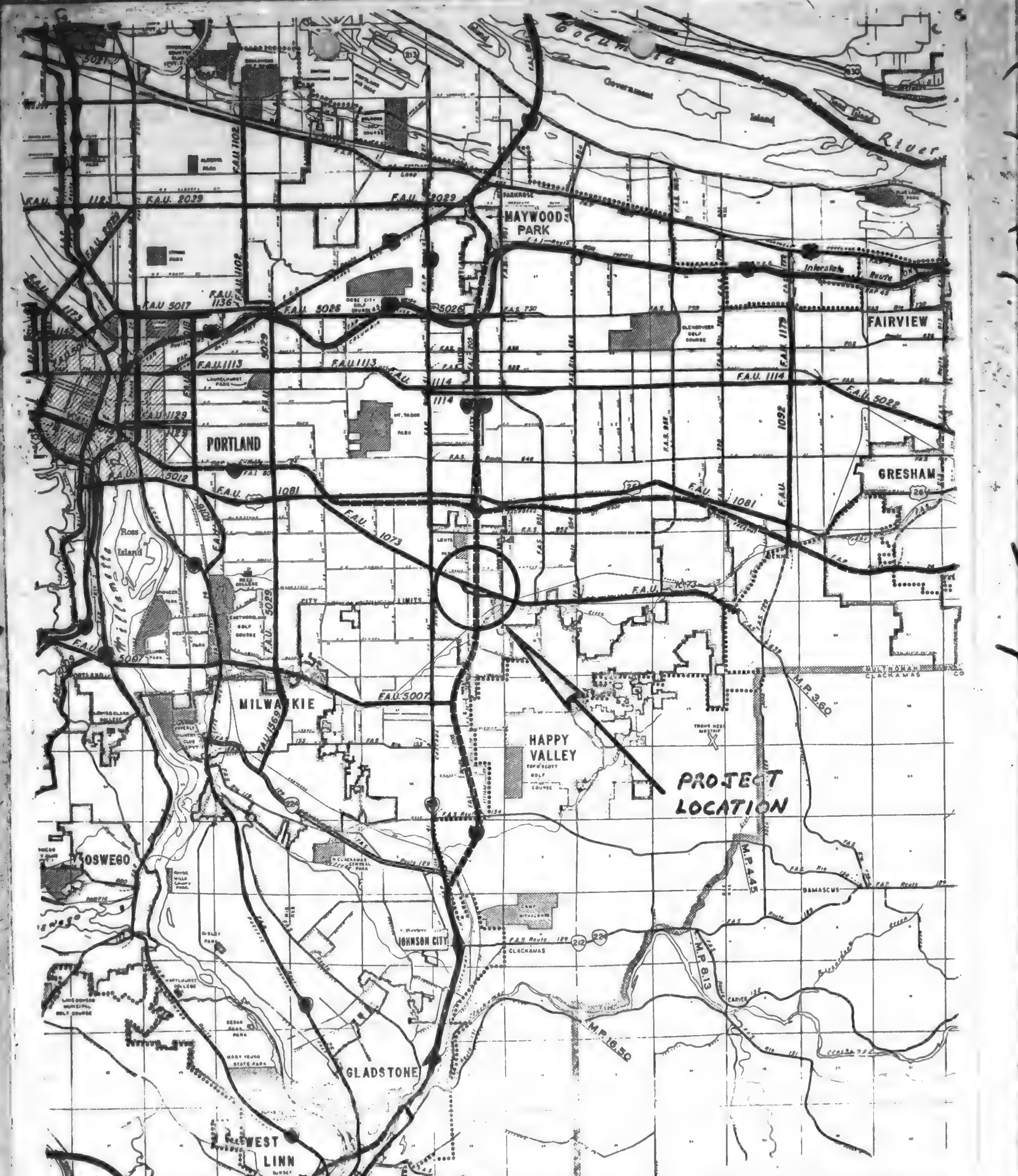
PROJECT NO.: M-1073(-)
ADDITIONAL R/W: Yes, as part of project.
SYSTEM ACTION: None required. Urban System approved 11/16/71.
RAILROADS: Portland Traction Co.
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Required
ROUTE DATA: FAUS 1073
STATE CLEARINGHOUSE APPROVAL: 7/31/72
DISTRICT 2 CLEARINGHOUSE APPROVAL: Filed 6/29/72, no response.
HEARING: Required
ACCESS CONTROL: Limited to location by City ordinance.
PARKING RESTRICTIONS: Parking will be prohibited, except some parallel parking will be allowed on the one-way portion of Foster Road.

ADT:		
Foster Road	1972:	10,000
	1992:	11,500
Woodstock Blvd.	1972:	3,000
	1992:	11,500

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:lat


Columbia River
Government Island
MAYWOOD PARK
Interstate Route
FAIRVIEW
F.A.U. 1113
F.A.U. 1114
F.A.U. 5022
PORTLAND
F.A.U. 1081
F.A.U. 1073
GRESHAM
Ross Island
Willamette
CITY LIMITS
F.A.U. 5007
MILWAUKIE
M.P. 3.60
HAPPY VALLEY
OSWEGO
M.P. 4.45
DAMASCUS
JOHNSON CITY
CLACKAMAS
M.P. 8.13
M.P. 16.50
GLADSTONE
WEST LINN

PROJECT LOCATION

PORTLAND, OREGON

FAU

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 1, 1972

SUBJECT: SE Foster Rd - Woodstock Couplet
City of Portland

To: Victor D. Wolfe
Location Engineer
Salem

Mr. Unrein's June 28, 1972 letter to Mr. Coulter requested we prepare an Authority for Survey on this urban system project. Attached is an Authority for Survey in the amount of $10,000 to cover preliminary engineering by the City of Portland. Also attached is a copy of our Locating Engineer's letter which details the proposed work to be covered by this survey.

Your approval is recommended.

H. S. COULTER
Metropolitan Engineer

by

ORIGINAL SIGNED BY D. E. SWAN

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
Attachments

cc: H. S. Cox

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COUNTY & CITY SECTION
AUG - 3 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

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AUG 7 - 1972
FOR FILING

8064

PJ

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1859

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

July 31, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

MULT. CO.
URBAN SYSTEM

Re: SE 89th Ave.-SE 106th Ave.
PNRS #7207 2 090

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

NOTED
E. S. HUNTER

Sincerely,

Cleighton Penwell

cc: August 3, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
W.D. Albright
H.S. Cox
B.L. Gifford
H.S. Coulter
D.R. Adams
L.W. Rulien

CP:Pm

BEN GIFFORD
6/29

Ben

RECEIVED
AUG 2 1972
PROGRAMING SECTION

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

July 21, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Urban System Program
City of Portland
Engineering

Dear Mr. Green:

The City of Portland desires to perform preliminary and construction engineering on Urban System projects as a normal part of Federal Aid participation work. The City is presently performing preliminary engineering on TOPICS projects and has the staff capability to handle construction engineering.

The State Highway Division would continue to provide overall supervision of engineering work and would award all contracts.

We are requesting that you concur with us that the City of Portland is adequately staffed and suitably equipped to perform preliminary and construction engineering on Urban System projects in a satisfactory, economic, and expeditious manner.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

N. B. Cox
County and City Engineer

RU:ljt

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Kaasey
H. S. Coulter

☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

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JUN 30 1972
8064
FOR FILING

June 29, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2 S.E. 89th Ave.-S.E. 106th Ave. (Port.)
FAUS 1073
Federal Aid Urban Systems Program Multnomah County

The estimated date of filing for federal-aid funds on this project is July 12, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

HLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
W. D. Albright
H. S. Cox
B. L. Gifford
R. N. Chase
H. S. Coulter
D. R. Adams
L. W. Rulien

FAU

LLOYD ANDERSON
CITY COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
ROOM 414, CITY HALL
1220 S.W. 5TH AVENUE
PHONE 228-6141

CITY OF PORTLAND
OREGON

Edwards
6-21

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COUNTY & CITY SECTION
JUN 26 1972
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

June 16, 1972

George Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon

Subject: Foster-Woodstock Couplet (FAU 1073)

Dear Mr. Baldwin:

We understand the City must give certain assurances of compliance to qualify for Federal funding of the subject project. The City of Portland has authorized the following assurances:

1. The City of Portland will comply with Public Law 91-648, Uniform Relocation Assistance and Land Acquisition Policy Act of 1970, and the Federal Highway Administration regulations as set forth in Instructional Manual 8-1-71, as well as amendments thereto.

2. No person shall on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination.

3. No person employed shall be forced, intimidated or threatened with dismissal from employment, to give up any part of the compensation to which he is entitled under his contract of employment.

Yours very truly,

Lloyd E Anderson

Lloyd Anderson
Commissioner of Public Works

Noted
Gary L. Ross

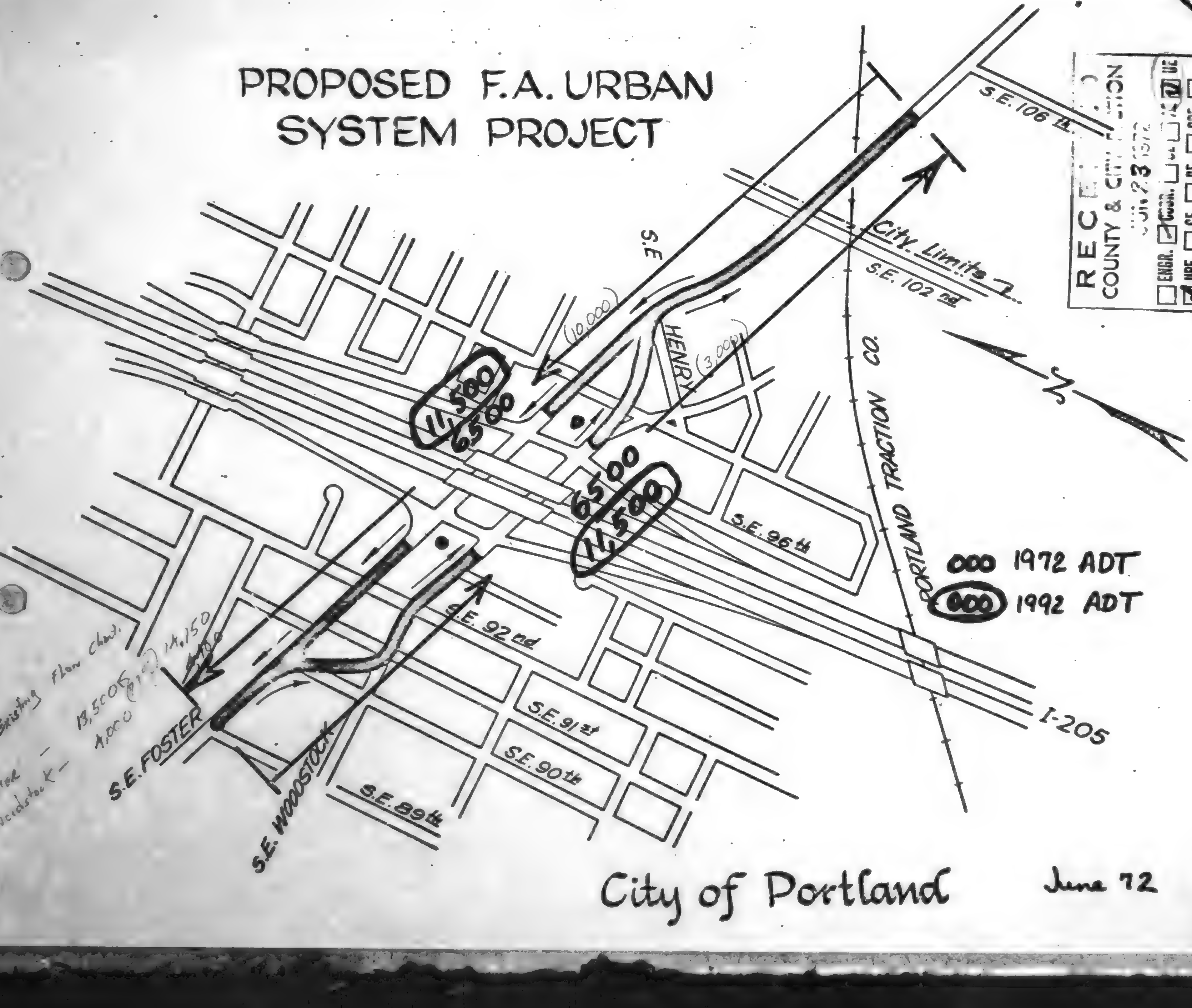
6-22-72
Cop

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LEA:bg

cc: City Engineer
C.R. Burghardt – FHWA

PROPOSED F.A. URBAN SYSTEM PROJECT


FAU
S.E. 106th
City Limits
S.E. 102nd
S.E.
HENRY
(10,000)
(3,000)
11,500
6500
6500
11,500
PORTLAND TRACTION CO.
N
S.E. 96th
S.E. 92nd
S.E. 91st
S.E. 90th
S.E. 89th
S.E. FOSTER
S.E. WOODSTOCK
I-205
14,150
4,100
000 1972 ADT
000 1992 ADT

Existing Flow Chart.
Foster – 13,500 (1970)
Woodstock – 4,000

City of Portland

June 72

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COUNTY & CITY SECTION
JUN 23 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8064

RECEIVED
JUN 16 1972
FOR FILING

June 16, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Acting State Highway Engineer

SUBJECT Urban System Project Request
City of Portland

On the agenda for the June 27 meeting will be a request from the City of Portland for a project to be funded under the new Federal Aid Urban System program.

The request is for a project to establish a Foster Road-Woodstock Boulevard Couplet in the vicinity of I-205. This couplet is needed to accommodate traffic upon the completion of the freeway.

Urban System funds for this project are estimated at $474,000, with the State and City each paying approximately $94,800 of the cost.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. It has also been approved by the Columbia Region Association of Governments. I recommend your approval of the project and request authority for the Secretary to sign project agreements for and on your behalf.

bc: Floyd Query
George Baldwin
Tom Edwards
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
L. E. George
H. S. Cox
H. S. Coulter
L. W. Rulien
Gary Ross
Gary Sund
RU:ljt cg

FORM 2-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 14, 1972

SUBJECT: Proposed Urban System Project
City of Portland

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached are fourteen copies of a tabulation and summary describing a proposed Urban System project in Portland. The total Urban System funds involved are estimated at $474,000, of which $94,800 will be the cost to the State.

The City of Portland has requested that they do all preliminary engineering work and may request to acquire the right-of-way and supervise the construction with their forces.

If satisfactory, this request should be presented to the Highway Commission for approval at the June 27, 1972 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein
Richard Unrein
Urban Engineer
County and City Section

RU:ljt

Att.

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

SP*53478-734

SUMMARY, URBAN SYSTEM FUNDS

JURISDICTION	SECTION	PROGRAMED AMOUNT	STATE COST
PORTLAND	S.E. 89th Ave.-S.E. 106th Ave. (Portland) S.E. Foster Rd.-S.E. Woodstock Blvd. Couplet (FAUS 1073)	$474,000	$94,800
	TOTAL NEW PROJECTS	$474,000	$94,800

SUMMARY BY FISCAL YEAR	1972	1973	TOTAL
Allocated Funds	$1,324,000	$1,324,000	$2,648,000
Approved Projects (corrected to date)	485,000	---	485,000
Unprogramed Balance	$ 839,000	$1,324,000	$2,163,000
Proposed New Projects: 6/27/72	474,000	---	474,000
Unprogramed Balance	$ 365,000	$1,324,000	$1,689,000

72-b
6/14/72

CITY OF PORTLAND
Proposed Urban System Project

S.E. 89th Avenue-S.E. 106th Avenue (Portland) Section;
S.E. Foster Road-S.E. Woodstock Boulevard Couplet (FAUS 1073)
Engineering, right-of-way, grading, paving, signals, and associated work.
$474,000

This project entails all the necessary work and costs to establish a Foster Road-Woodstock Boulevard couplet in the vicinity of FAI-205. No work will be performed under this project within the limits of FAI-205. The major portion of the project will involve providing connections between Foster Road and Woodstock Boulevard near S.E. 90th Avenue and S.E. Henry Street. Foster Road will be widened from S.E. Henry Street easterly to S.E. 106th Avenue.

Perform all necessary engineering (preliminary and construction).

Acquire necessary right-of-way and provide relocation services and payments.

Provide 44-foot curb-to-curb street section on new connections and Woodstock Boulevard.

Provide 68-foot curb-to-curb street section on Foster Road easterly of Henry Street.

Provide 5-foot and 8-foot sidewalk/bikeways.

Revise existing traffic signals to accommodate one-way operation.

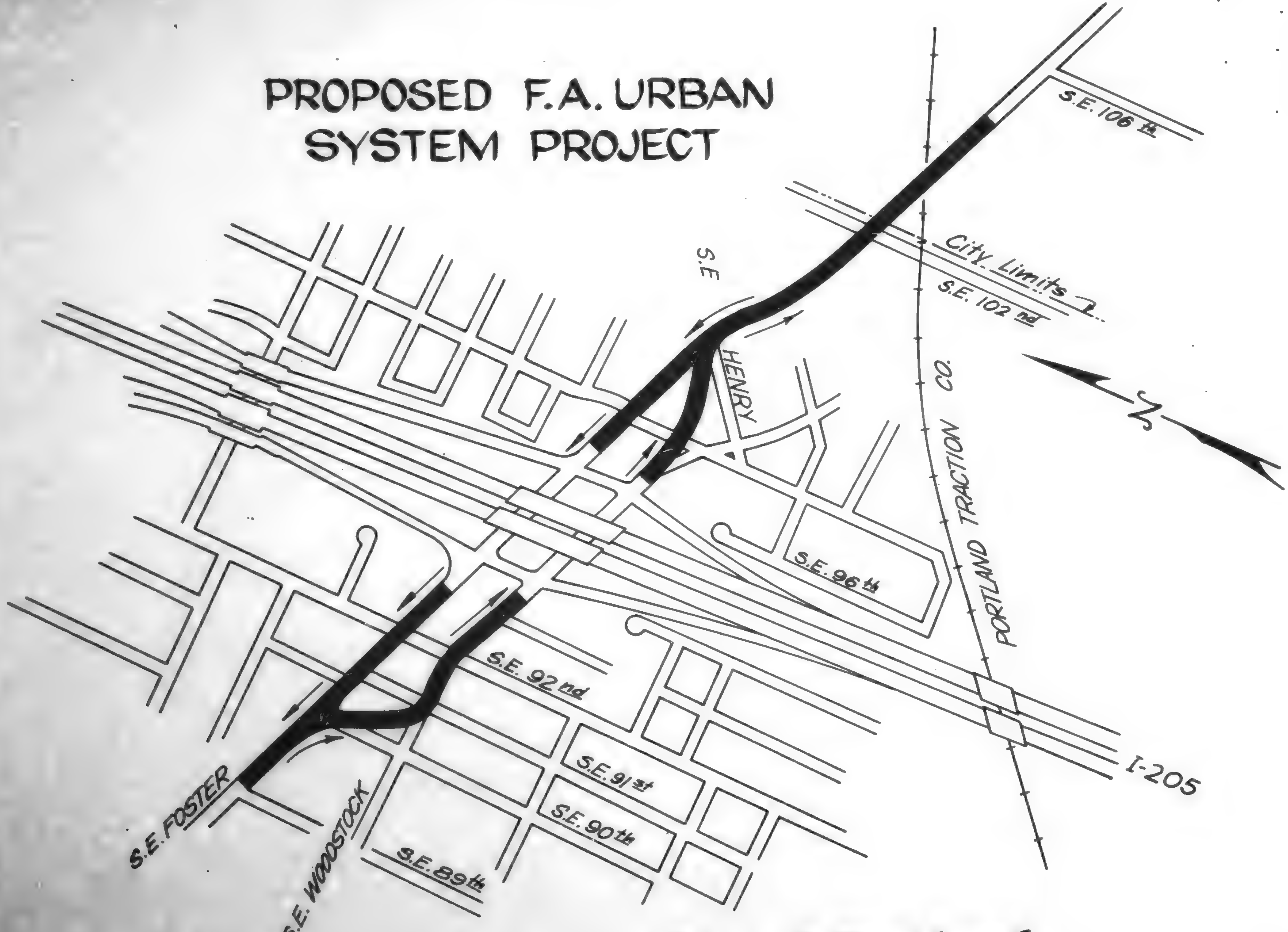
Adjust railroad crossing signals.

Provide project signing and striping.

Public hearing required.

72-b
6/14/72

PROPOSED F.A. URBAN SYSTEM PROJECT


S.E. 106th
City Limits
S.E. 102nd
S.E
HENRY
PORTLAND TRACTION CO.
N
S.E. 96th
S.E. 92nd
S.E. 91st
S.E. 90th
S.E. 89th
S.E. FOSTER
S.E. WOODSTOCK
I-205

City of Portland

6064

RECEIVED
JUN 1[illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1972

Mr. James L. Apperson
Portland City Engineer
City Hall
Portland, Oregon 97204

NOTED
F. B. KLABOE

Dear Mr. Apperson:

We are in receipt of your request for an F.A. Urban System project to implement the Foster-Woodstock Couplet in the vicinity of FAI-205 in southeast Portland.

It is noted that your requested project extends 3 to 4 blocks beyond the jurisdictional limits of the City of Portland. Will Multnomah County be a party to the project and, if so, to what extent?

City public works personnel have indicated that the City of Portland may wish to acquire the right-of-way and supervise the construction of the project with City personnel.

Your intent concerning the above items will be needed in processing your request.

Very truly yours,

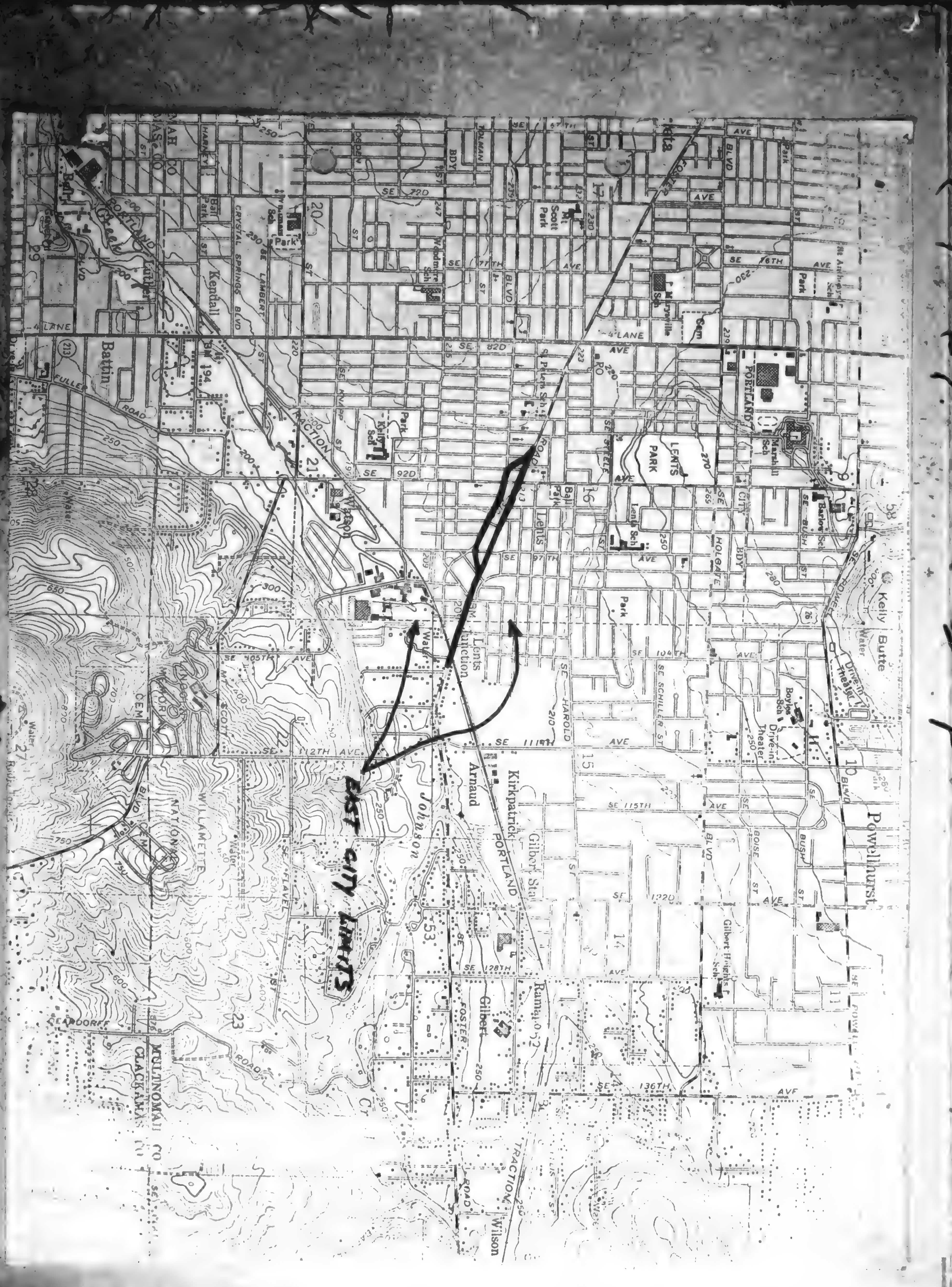
George M. Baldwin
Administrator of Highways

By Richard Unrein
for
H. S. Cox
County and City Engineer

RU:ljt

bc: F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. H. Young
H. S. Coulter

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER


EAST CITY LIMITS
PORTLAND
Kendall
Battin
FULLER ROAD
TRACTION
Mt Scott Park
Woodmere Sch
Marysville Sch
St Anthony's Sch
Lents Park
Lents
Lents Sch
Lents Junction
Kelly Butte
Powellhurst
Marshall Sch
Barton Sch
Boyles Sch
Drive-in Theater
Holgate
SE 72D
SE 77TH
SE 76TH
SE 82D AVE
SE 92D
SE 97TH AVE
SE 104TH AVE
SE 105TH AVE
SE 111TH AVE
SE 112TH AVE
SE 115TH AVE
SE 122D AVE
SE 128TH AVE
SE 136TH AVE
FOSTER ROAD
Johnson
Arnaud
Kirkpatrick
Gilbert Sta
Gilbert
Gilbert Heights Sch
Ramap
Wilson
WILLAMETTE NATIONAL CEM
LINCOLN MEMORIAL CEM
MULTNOMAH CO
CLACKAMAS CO
Water
Cem
Park
4 LANE

8064

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

RECEIVED
JUN 8 - 1972

FOR FILING

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

May 31, 1972

Mr. R.L. Nordlander, Director
Department of Public Works
Multnomah County
2115 S.E. Morrison Street
Portland, Oregon

Re: Foster/Woodstock Couplet

Dear Sir:

The City of Portland is committed to the Oregon State Highway Division to improve Foster Road and Woodstock Boulevard as a one-way couplet. This couplet will interchange with the future I-205. The improvement includes an approximate 800 ft. section from the City-County line to a point 200 feet west of S.E. 106th Avenue which is under Multnomah County's jurisdiction. It is proposed in this section that Foster Road be widened from 50 feet to 68 feet for the transition to the one way couplet.

We are, presently, applying for FAU funds for the entire Foster/Woodstock project, which will provide for 80 per cent of the project cost. A print showing the preliminary design is attached for your reference.

Very truly yours,

NOT
F. B.

JAMES L. APPERSON
City Engineer

LN:jr
Attach.
cc: Mr. Tom Edwards ←
Oregon State Highway Commission

6-8-72
cof
Young
Hall

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5692 FAU

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

May 30, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 5 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ P.PE ☐

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Edwards:

Attached is Federal Aid Urban System Project Request for Foster-Woodstock Couplet on FAU 1073. Also attached is a copy of letter from Homer Chandler, Executive Director for Columbia Region Association of Governments, advising of Executive Board approval of this project for application of Federal Aid by the City of Portland.

It is requested that approval for State and Federal Aid be considered by the State Highway Commission on behalf of the City of Portland.

Very truly yours,

James L. Apperson
JAMES L. APPERSON
City Engineer

LJR:jr
Attach.

cc: Lloyd E. Anderson, Commissioner of Public Works
Col. Region Association of Governments

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cy

RECEIVED
JUN 2 1972
[illegible]CE OF
[illegible]WAY ENGINEER

UD (5692)

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

May 24, 1972

Commissioner Lloyd Anderson
City Hall
Portland, Oregon

Dear Mr. Anderson:

This is to advise you that the Executive Board of C.R.A.G, in their meeting of May 19th, approved the use of Federal Aid Urban System fund allocations for the 1972 fiscal year for the following projects:

1. Foster-Woodstock Couplet from 89th Avenue to 101st Avenue. Estimated cost $437,000.
2. 49th Street-Kerr Road from the entrance to Portland Community College to Boones Ferry Road. Estimated cost $500,000.

Approval by the Executive Board clears the way for the jurisdictional agencies to make application to the State Highway Division for use of these funds.

These funds must be obligated by June 30, 1974. Because of the delays in the hearing processes, preparation of plans and receipt of final approval, we would encourage you to take immediate steps to take advantage of the availability of these funds.

Sincerely,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:gh
cc: Robert Schroeder
William Dirker

CH / FAU

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

EXECUTIVE BOARD MEETING MINUTES

MAY 19, 1972

RECEIVED
COUNTY & CITY SECTION
MAY 26 1972
☐ ENGR. ☐ COOR. ☐ OE ☑ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ATTENDANCE

Dick Granger
Lloyd Anderson
Robert Schumacher
Lloyd Stromgren
Norman Barmeier
Rod Norwood
Don Clark
Sid Bartels
Bill Young
Gus Mohr
Scott Coulter, Highway Division
Homer C. Chandler, Executive Director

There being a quorum present, the Board considered the following items of business:

I. MINUTES

Mr. Clark moved for the approval of the minutes of the Executive Board meeting of April 21, 1972; Mr. Bartels seconded the motion; the motion carried.

II. ACCOUNTS PAYABLE

Mr. Young moved approval of the accounts payable in the amount of $8,230.71; motion seconded by Mr. Clark; motion carried unanimously.

NOTED
R. L. SCHROEDER

III. PROJECT APPLICATIONS

Mr. Granger stated that the General Advisory Board had recommended approval of the following applications:

A. Glendoveer Golf Course-Multnomah County
B. Treatment Plant Operators Training Program-Portland
C. Community Action Programs-Washington County
D. Sewage Interceptor-City of Washougal
E. Urban Renewal Projects-Portland Development Commission
F. Austin Road Interchange-Oregon Highway Div.
G. Willamette Greenway Projects-State of Oregon
H. Jack Park and Cook Park-City of Tigard
I. Terwilliger Bike Path-City of Portland
J. Cedar Mills Interceptor-Washington County
K. Planning & Research Grant-Oregon Highway Division
L. George Rogers Park-City of Lake Oswego
M. 1972-73 Air Pollution Program-Columbia Willamette Air Pollution Authority

Mr. Chandler directed the Board's attention to the General Advisory Board's recommendation that CRAG endorse Multnomah County's Glendoveer Golf Course application, but with the stipulation that the County, the City of Portland, and the Seventh Day Adventist hospital officials work jointly developing an acceptable use of the Glendoveer Golf site.

Based on the recommendations of the General Advisory Board, Mr. Clark moved for approval of all applications. Mr. Bartels seconded the motion.

Mr. Hout and Mr. Anderson both questioned whether or not seeking an application for financing for Glendoveer would constitute the best use of the money that may be available. They pointed out that financial offers have been presented to both the City of Portland and Multnomah County and that, if these offers were used that Glendoveer or at least sections of it could be reserved for both golf course and open space activities without taxpayers money. Secondly, Mr. Hout and Mr. Anderson questioned, inasmuch as Federal monies available for this type of project are limited, whether or not this project would consitute the highest priority for park and open space in the Portland-Vancouver Metropolitan Area.

Because of these concerns, Mr. Anderson moved that the motion regarding approval of the project applications should be amended by deleting Multnomah County's Glendoveer Golf Course application and referring it back to Multnomah County with a recommendation that the County, the City of Portland and the Seventh Day Adventist Hospital negotiate an acceptable use of the Glendoveer Golf Course site and a method of financing it. Mr. Hout seconded the amendment. The amendment was approved with all members voting aye except Mr. Clark. The main motion was amended was approved.

Portland Economic Development Agency Application

Mr. Chandler stated that the City of Portland had requested that CRAG accept on an emergency basis an application for Economic Development funds. These funds will be used to plan and promote economic development in the socially and economically disadvantaged sections of Portland.

Mr. Chandler further stated that the General Advisory Board has not reviewed this application but that, if the Executive Board wishes to take it on an emergency basis, the staff recommendation would be that CRAG endorses in principal the proposed application on the basis that it speaks to the betterment of life for those living in low income areas and that the central city will be improved. However, this endorsement should be given with the following conditions attached:

(1) That no development of industrial parks be undertaken without it first being reviewed by the City of Portland, Multnomah County, and CRAG to determine the compatibility of the industrial site with land use planning being done by the three agencies.

(2) That no application for Economic Development funds other than the original one be filed until a resolution to the feasibility of industrial sites has been arrived at by the applicant agency and the City, County, and CRAG.

(3) That the Economic Development Agency will utilize as well as is possible any or all economic data that is available through the City of Portland, Multnomah County, and CRAG.

Mr. Clark moved approval of the application as recommended by the Executive Director, Mr. Anderson seconded the motion; the motion carried unanimously.

IV. FAUS FUNDING

Mr. Blensly, CRAG Transportation Director, reviewed for the Executive Board the proposals submitted by the City of Portland, Multnomah County, and Clackamas County for utilizing approximately $1,000,000 of Federal Aid Urban System Funds. The proposals would be to finance the Foster-Woodstock Highway Project and the Kerr Road widening project.

Mr. Blensly stated that it is important that these items be approved so that there will be adequate time for these projects to go through the planning process which includes public hearings.

Mr. Anderson stated that his concern with approving these projects is that he does not feel that they were developed through the planning process that requires the establishment of standard criteria and priority setting. He stated that he recognizes that perhaps the time is to short to take these projects through that process and still reserve the money available for them, but that it is his hope that before any more projects are submitted for funding that a set of criteria will be developed on which the allocation of funds will be based.

Mr. Clark moved for the approval of the two FAUS projects; Mr. Hout seconded the motion; the motion carried unanimously.

V. HUD WATER AND SEWER CERTIFICATION LIST

Mr. Chandler presented to the Board lists of water and sewer improvement projects that the cities and counties in this area contemplate developing within the next 4 or 5 fiscal years. He stated that the projects are listed by the years in which their development would get underway, but that the list does not represent a fixing of priorities among the projects. He stated that HUD and EPA have agreed that the priority fixing will not have to be accomplished as previously announced until July 1, 1973. Accordingly, Mr. Chandler stated that it is his understanding that, if the Board adopts the lists presented to them as the sewer and water capital improvement projects, this will meet HUD's Certification and that the area can be once again eligible for Federal dollars.

Mr. Hout moved approval of the list as submitted and instructed the Executive Director to forward these lists to the Department of Housing and Urban Development. Mr. Anderson seconded the motion; the motion carried unanimously.

VI, TRANSPORTATION MEMORANDUM OF UNDERSTANDING

Mr. Chandler reviewed the terms of a Memorandum of Understanding that had been developed between representatives of TRI-MET and CRAG. He further stated that he believes the Memorandum of Understanding as developed will meet the requirement of the Department of Transportation that CRAG and TRI-MET accept the principle of coordinated transportation planning.

Mr. Schumacher stated that he believes the Memorandum of Understanding is a significant accomplishment; therefore, he moved its approval. Mr. Anderson seconded the motion; the motion carried unanimously.

VII. ADVISORY COMMITTEE REPORTS

A. Social Services Committee

Mr. Ira Blalock, Chairman of the CRAG Social Service Committee stated that the members of that Committee feel that there is not adequate representation of low income and minority groups; therefore, they recommend enlarging the Committee by the appointment of three people who come from those categories.

The Executive Board concurred in this request and instructed the Committee to make their selections. Mr. Blalock further requested that the Board grant permission to give Mrs. Lois Oliver a leave of absence for a six-month period and to appoint Mrs. Barbara Nelson to serve in Mrs. Oliver's position. The Executive Board concurrred in this request.

VIII. ADVISORY COMMITTEE PROGRESS REPORTS:

Mr. Chandler stated that he would appreciate any comments that the Board might have regarding the committee progress reports that were sent to them and that further he would request that the June meeting be used primarily for discussing the Committees' efforts. The Executive Board concurred in that request and set the meeting for June 23, 1972.

There being no further business, the meeting adjourned at 3:05 p.m.

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8064

RECEIVED
FEB 17 1972
FOR FILING

bc: ~~Tom Edwards~~
F. B. Klaboe
R. L. Schroeder
L. H. Young
N. S. Coulter

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1972

Mr. James E. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Foster-Woodstock Couplet @ I-205
FAU Route No. 1073

Dear Mr. Apperson:

Your letter of January 24, 1972, was forwarded to the Federal Highway Administration for a determination. Their February 8, 1972 reply states Federal funds may participate in the Foster-Woodstock Couplet project provided the following conditions are met:

1. City must defer all remaining right-of-way purchase until the requirements of PPM 20-8 (public hearings) and PPM 90-1 (environment) have been met.
2. City must make the relocation payments required by the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" for persons who, on or after January 2, 1971, move as the result of acquisition of real property for the project. Persons who were displaced between August 23, 1968, and January 1, 1971, must be paid in accordance with the "relocation provisions of the Federal-aid Highway Act of 1968." These requirements apply both to right-of-way already acquired and to right-of-way yet to be acquired.

We hope this information will be of value to you. If we can give you any other information, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
TOM EDWARDS

By

for
H. S. Cox
County and City Engineer

RECEIVED
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RU:mm
cc: Mr. Wayne Oberding

FAU- Portland

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
FEB 11 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: FAU Route No. 1073
Foster-Woodstock Couplet

Mr. Unrein's January 28 letter with attachment raised a question concerning the eligibility of Federal funding for the subject couplet. Federal funds may participate in this project provided the following conditions are met:

1. City must defer all remaining right of way purchase until the requirements of PPM 20-8 and PPM 90-1 have been met.

2. City must make the relocation payments required by the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" for persons who, on or after January 2, 1971, move as the result of acquisition of real property for the project. Persons who were displaced between August 23, 1968, and January 1, 1971, must be paid in accordance with the "relocation provisions of the Federal-aid Highway Act of 1968." These requirements apply both to right of way already acquired and to right of way yet to be acquired.

2-11-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

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FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FAU

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

RECEIVED
COUNTY & CITY SECTION
JAN 28 1972
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

January 24, 1972

Re: Foster-Woodstock Couplet
F.A.U. No. 1073

Tom Edwards, State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: H.S. Cox, County City Engineer

Dear Mr. Edwards:

S.E. Foster Road was originally designated F.A.S. 639 from S.E. 82nd Ave. to its intersection with F.A.S. Route 139, at Damascus in Clackamas County. To our knowledge, no federal aid funds have been used on this route within the City of Portland. Multnomah County constructed a short widening project using F.A.S. funds from approximately 300 feet east of the City limits (103rd Ave.) to approximately 122nd Ave. On November 16, 1971, Foster Rd. from S.E. Powell Blvd. to the urban boundary was made a part of the F.A.U. system.

The City of Portland presently has an agreement to construct, at the City's expense, a one-way couplet system utilizing S.E. Foster Rd. and S.E. Woodstock Blvd. from approximately S.E. 87th Ave. to approximately the City limits. This facility is designed to disperse and collect egress and ingress traffic using the Foster-Woodstock interchange to I-205. The City of Portland originally intended to pursue the development and construction of this couplet with their own funding, and has progressed to the point of final design, preliminary appraisal of most of the necessary right of way and the purchase of four parcels:

One parcel contained a dwelling which was a part of an estate settlement in 1968;

One parcel purchased was an abandoned service station;

One parcel was vacant land;

One dwelling in which moving costs were paid.

The total amount spent to date is approximately $49,000 with an additional twenty-one parcels remaining, estimated to cost $315,000. The estimated construction cost for this project is $202,000. Most of the right-of-way acquired was purchased prior to November 16, 1971.

In that Foster Road is now an F.A.U. Route and recognizing that the City has purchased some right-of-way without the benefit of the required hearings and impact statements, the City requests that the State obtain an opinion from the Federal Highway Administration as to whether this project is eligible for and would be considered favorably for F.A.U. funding.

Very truly yours,

James L Apperson

JAMES L. APPERSON

City Engineer

WJO:bc

Copies to: Tom Edwards
F.B. KLABOE
R.L. SCHROEDER
L.H. Young
H.S. COULTER

.8065 Oak Knoll Bikeway U'Xing 1974
Sec. of Willamina-Salem Hwy.
(Grade, pave and structure)

8065

R

July 11, 1973

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentlemen:

On July 7, 1973, we wrote to you concerning release of final payment on Contract No. 8065 awarded to Ross Bros. Construction, Inc. for work on the Oak Knoll Bikeway U-King Section of the Willamina-Salem Highway in Polk County.

Final payment on this contract is $5,007.04 and the total contract amount is $94,148.89 including $638.69 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

NOTED
FRAN NEAVOLL

8065 R

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oak Knoll Bikeway Mixing

WEEK ENDING: June 14, 1975

SECTION PREFIX: 27-1124

HIGHWAY: Willamina-Salem

COUNTY: Polk

NAME OF JOB: Oak Knoll Bikeway Mixing

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Ross Bros. Construction Inc.

CONTRACT NUMBER: 8065

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Sept. 5, 1974

DATE WORK STARTED: Sept. 23, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 136

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $ 105,175.12

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 95,989.52

ENGINEERING AUTHORIZATION: $ 9,185.60

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 94,296.00

ENGINEERING COST TO DATE: $ 9,487.82

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %

PERCENT OF AUTHORIZATION: 103 %

DATE PROJECT WAS COMPLETED: May 30, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.43				.43
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.43				[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	580 CY				[illegible] Ton
TOTAL QUANTITIES CORRECTED TO DATE	558 CY				[illegible] Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	558 CY				[illegible] Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16127							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Fair	-		
MONDAY	9	"	-		
TUESDAY	10	"	-		
WEDNESDAY	11	"	-		
THURSDAY	12	"	-		
FRIDAY	13	"	-		
SATURDAY	14		-		

K

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Work:

Project complete. Semi-final to be submitted about June 18, 1975.

SIGNED J. K. Valentine LOCATION Salem
for Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8065

Form E-[illegible] (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Oak Knoll Bikeway U-Xing
Date: October 31, 1974
Highway: Willamina - Salem
Contract No.: 8065
County: Polk
Prefix: 27-1124
Contractor: Ross Bros. Construction
F. A. Project No.: State
Address: 3501 Brooklake Rd., Salem, Oregon
Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, place & compact fill at the shoulders of the Bikeway.

Location by station numbers:

Sta 9 + 10 to Sta 24 + 50

Estimate of quantities and cost:

Labor	$ 463.00
Materials	31.00
Equipment Rental	130.00
Total	$ 624.00

(SEE ATTACHED SHEET FOR BREAKDOWN)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There were no provisions in the Plans or Special Provisions for placing fill on the shoulders next to the AC pavement. Region requested that we do the work covered under this Extra Work Order. Standard Specifications for Highway Construction will apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 105,175.12
Present estimate of project cost, including $ 624.00 for work under this order	$ 105,175.12
Expected under-run / over-run amount	$ -0-
Expected under-run / over-run per cent	-0-

Space to right of this line for use of Salem Office

Submitted by: Art Gottfried
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved
Construction Engineer.

SP*07866-734

AD

ESTIMATE OF QUANTITIES AND COST

ORDER FOR EXTRA WORK NO. 1

LABOR		
1 Teamster 24 hrs. @ $ 10.12 ($ 7.23 + 40%)	=	$ 242.88
1 Laborer 24 hrs. @ $ 9.17 ($ 6.55 + 40%)	=	220.08
MATERIALS		
25 cy of Topsoil @ $ 1.25 per cy	=	31.25
EQUIPMENT RENTAL		
5 cy Dump Truck 16 hrs. @ $ 6.35	=	101.60
2½ - 5 HP Pan Type Vib. Compactor 8 hrs @ $ 3.50	=	28.00
Total Estimate	=	$ 623.81

8065

September 4, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, awarded to you State Highway Contract No. 8065 in the amount of $91,656 on the Oak Knoll Bikeway U'Xing Section of the Willamina-Salem Highway in Polk County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Kassey
Vince Gallagher
Walt Hart
David Talbot
C. O. Fredrickson
Art Gottfried

8065

FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 3, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

NOTED
E. S. HUNTER

FROM Specifications Unit

RECEIVED
SEP 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Footpaths and Bicycle Trails for
Oak Knoll Bikeway U'Xing

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1	Temp. Protection & Direction of Traffic	All Spec.			$ 2,000.00
2	Temporary Signs	Sq. Ft.	168	$ 6.00	1,008.00
3	Flagmen	Hours	18	20.00	360.00
4	Embankment in Place	Cu. Yd.	580	7.00	4,060.00
5	Soil Sterilization	Lbs.	74	2.50	185.00
6	Class "C" Asphalt Concrete	Tons	290	22.00	6,380.00
7	12-inch Culvert Pipe	Lin. Ft.	68	15.00	1,020.00
8	Pipe Handrail	Lin. Ft.	270	16.00	4,320.00
9	Shoring, Cribbing, etc.	All Specified			6,000.00
10	Structure Excavation	Cu. Yd.	140	7.00	980.00

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
11	Strucure Excavation below Elevations Shown	Cu. Yd.	15	$ 7.00	$ 105.00
12	Furnishing HP 10 x 42 Steel Piling	Lin. Ft.	360	10.50	3,780.00
13	Drive Steel Piles	Only	12	250.00	3,000.00
14	Splice Steel Piles	Only	3	50.00	150.00
15	Structural Concrete, Class 4000	All Required			19,000.00
16	120' / 125' Double Tee Prestressed Beams	Only	1	22,000.00	22,000.00
17	Reinforcement	All Required			10,000.00
18	Pedestrian Handrail	Lin. Ft.	406	18.00	7,308.00
			TOTAL		$91,656.00

Width: 8' Length 1,540'

Total of all contract items $91,656.00
100% of contract in footpaths and bicycle trails.

cc: E. S. Hunter ✓
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher
Resident Engineer

8065

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1974

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
August 15 and August 29 Bid Lettings

Bids were taken August 15 and will be taken August 29 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

AUGUST 15 BID LETTING

1. Hubbard Interchange-Woodburn Interchange
   Pacific Highway, Marion and Clackamas Counties
   Roadside Improvement Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

2. Emigrant Hill-Meacham
   Old Oregon Trail Highway, Umatilla County
   Grade, Pave and Signing Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Fork Clackamas River-Bull Creek
   Clackamas Highway, Clackamas County
   Grade and Pave Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, recon-

struction, or relocation is involved. The primary purpose of this project is to repair flood damaged areas.

4. Tygh Creek and North Fork Mill Creek Bridges
   FAS 229 and FAS 509, Wasco County
   Structures Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. South Fork Coos River (Landrith) Bridge
   FAS 265, Coos County
   Structure Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

AUGUST 29 BID LETTING

1. Sutherlin Interchange-Winchester Interchange
   Pacific Highway, Douglas County
   Grade, Pave and Signing Project

   Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Canyonville-Glendale Junction
Pacific Highway, Douglas County
Grade, Pave, Sign and Structure Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. South Baker Interchange-Pleasant Valley Interchange
Old Oregon Trail Highway, Baker County
Grade, Pave and Signing Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. SE 89th Avenue-SE 106th Avenue
FAU 1073, Multnomah County
Grade, Pave, Signal, Sign and Illumination Project

Bicycle/pedestrian sidewalks will be provided throughout the length of the project.

5. Jap Hollow Creek Culvert
County Road 129, Wasco County
Box Culvert Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Willow Creek Bridges
County Roads 723 and 729, Gilliam County
Bridge Repairs Project

Footpaths and bike trails will not be established on this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states the "Footpaths and bike

trails are not required to be established. . .if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Mill Street-Walnut Street (Eugene)
Pacific Highway West, Lane County
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

8. Oak Knoll Bikeway Overcrossing
Willamina-Salem Highway, Polk County
Grade, Pave and Structure Project

The purpose of this project is to provide a grade separation structure for bicycles and pedestrians.

9. Campus Drive-O.T.I. (Klamath Falls) Bikeway
City Street, Klamath County
Grade and Pave Project

The purpose of this bikeway is to provide an extension to the previously constructed bikeway to serve Oregon Technical Institute.

10. LaGrande Office Building
Wallowa Lake Highway, Union County
Landscaping Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction, or relocation is involved.

These projects will be on the agenda for your consideration at the August 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

JDM:jp js

8065 8

FORM [illegible] 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1974

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Aluminum Handrail
Oak Knoll Bikeway Undercrossing
Project
Willamina-Salem Highway
Polk County

Please incorporate the metal handrail design as shown on the attached Baert's Metal Products brochure in lieu of the galvanized handrail which is presently shown on the project.

We would like to experiment with this type of handrail as the cost appears very compatible with the galvanized pipe. Mr. Terpin has seen a sample of this material and feels it is of superior quality to the galvanized pipe.

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

Attachment
JDM:jp/ko
cc E. S. Hunter

RECEIVED
JUL 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8065

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1974

FROM: Walter J. Hart
Bridge Engineer

Walter J. Hart

SUBJECT:
Review of Structural Prices
May 23, 1974 bids

TO:
Mr. E. S. Hunter
Assistant State Highway Engineer

We have reviewed the bid prices received on May 23 for structural items. In general the bids received for all except one structural item are consistent and reasonable. The one item which has shown the significant price increase is precast prestressed units. The bid prices for these units have risen anywhere from 60 to 100% over 1973 prices. An example of this price trend is indicated on the attached sheet where an itemized pricing for an 81-foot Type 4 prestressed beam is indicated for 1973 and current 1974 prices.

Our specific recommendations for projects for which bids were received on the 23rd and which involve bridge work, is as follows:

Molalla River (Wrights) Bridge Section -

#8016 The unit bids for Items 47 and 48, the precast prestressed beams, are high. The total project bid is within 10% of the engineer's estimate. We would recommend award of this contract. We suspect that little would be gained by redesign or re-evaluation of this project. OK award

Silver Creek (Silverton) Bridge Section -

#8020 The precast prestressed beams are priced extremely high. The total bid is within less than $2,000 of the engineer's estimate and we would recommend award of this contract. OK award

Oak Knoll Bikeway Overcrossing Section -

8065 The low bid is 28% over the engineer's estimate. The principal item responsible for this overage is the precast prestressed superstructure elements. The use of these particular precast elements was based on availability information furnished by a supplier. This information proved to be erroneous. We believe that a saving can be realized by redesigning this structure with alternate superstructure elements. Reject

5-24-74
CC Klaboe
Rubin
Hart
ESH

Fox Bridge Section -

CON 21-6
COOS
Co.

This is a Coos County Project funded 100% by county funds and will be referred to the County for award. We are reviewing the design of the structure for possible cost-cutting measures. If some reduction can be realized, we will recommend to the County that they award to the low bidder. The low bidder on this project, Hamilton Construction Co., is working in the area and is an extremely well-qualified contractor.

Hold decision. funding discussions w/ county and analysis of other designs by bridge.

WJH:dh
Attachment

cc L. W. Rulien
C. G. Swenson

QUANTITIES - 81' TYPE IV PRESTRESSED BEAM

Concrete: $.70 per beam

$$\frac{789}{144}(\overset{71'}{81 - 10}) + \frac{1137}{144}(10') = 389.02 + 78.96 = 467.98\ \text{ft.}^3 \times \$0.85/\text{ft.}^3 = \$398$$

(1973 price) x 0.70 = $328

Prestressing Steel:

$$45\ \text{str.} \times 81'\text{-}1'' \times \overset{10\%\ \text{waste}}{1.10} = 4013\ \text{ft.} \times \overset{.07}{\$0.20/\text{ft.}} = \$803$$

(1973 price) 0.07/ft. = $281

Rebar:

$$\frac{1800\#}{10}\ \text{bms.} \times \frac{81'}{88'} = 1657\# \times \overset{0.08}{\$0.30/\text{lb.}} = \$497$$

(1973 price x $0.08/lb. $133

Total Cost per beam = $1698 = $742 = $9.16 (1973 price

$$= \frac{\$1698}{81} = \$20.96\ \text{per ft. of beam}$$

Bid price 9/6/73

Tualatin R. Br.	$31/ft. Washington Co.
Grande Ronde	$45/ft. Union Co. 10 bms.
Silver Cr. Br.	$70/ft.

Bill Prices 5-23-74

(Supplier Price)
(Empire $55/ft.)
(Morse $57/ft.)

8065

May 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 23 Bid Letting

Bids will be taken May 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

1. Molalla River (Wrights) Bridge
   Cascade Highway, Clackamas County
   Grade, Pave and Structure Project

An 8-foot bicycle/pedestrian facility will be provided.

2. Mill Street-Walnut Street (Eugene)
   Pacific Highway West, Lane County
   Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Silver Creek (Silverton) Bridge
   FAS 147 and West Main Street, Marion County
   Grade, Pave and Structure Project

Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.

4. Oak Knoll Bikeway Overcrossing
Willamina-Salem Highway, Polk County
Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

5. Ochoco Creek (Prineville) Bikeway
City Park, Crook County
Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

6. Lausmann and Wygant State Parks
Hood River County
Grading Footpath Project

A pedestrian facility will be provided within the State Parks.

7. Railroad Avenue at Harmony Road (Milwaukie)
County Road 96, Clackamas County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These projects will be on the agenda for your consideration at the May 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

WHW:jp cm

8065

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 4, 1974

SUBJECT: Oak Knoll Bicycle Overcrossing
Willamina-Salem Highway

To: Mr. E. S. Hunter
Assistant State Highway Engineer

In line with our discussion this date, I instructed that the curb and drainage system be removed from the structure.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

VDW:mc

cc W. J. Hart
J. H. Versteeg
J. D. McClure

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8065

April 1, 1974

121-J

Mr. Herbert Dalke
P. O. Box 5051
Salem, Oregon 97304

Dear Mr. Dalke:

8065

In your recent letter you voiced objections to the construction of a bicycle overcrossing near Oaknoll Golf Course and suggested that perhaps the farm crossing or railroad structures could be used as bicycle undercrossings.

The farm crossing is used for the movement of livestock and is, therefore, fenced off from the rest of the highway right-of-way. It would require either a gate or cattle guard on the bike path, which we do not consider practical for the bike rider because the bicyclist and livestock would be utilizing the same area. For the protection of both the bicyclist and the livestock, we would not consider this an acceptable situation. In addition, there is also the problem of purchasing right-of-way from this overpass southerly to the old highway alignment. This would probably bring the total cost to approximately the same as the proposed overcrossing.

The use of the railroad structure would require that the bike path be built on the railroad right-of-way south to the old highway alignment or additional right-of-way would need to be purchased; the railroad would not allow a bike path on their right-of-way. The joint use of an area by railroads and bicyclists is not an acceptable situation.

TRA 11-6
Div.

We have conducted a traffic signal warrant study, which includes a manual traffic count and the accident record for the intersection of Oregon 22 and College Drive. This intersection did not meet any of the standard traffic volume or accident warrants. We have many more requests for traffic signals than we are able to install because of monetary limitations. We, therefore, must require that at least one of the signal warrants be met before the installation of traffic signals is considered.

At this particular intersection, the highway traffic was high enough to meet these warrants; however, the side street volume was extremely low. During the period from January 1, 1970 to December 31, 1973, there were five accidents at this intersection. While it is true that there was a fatality in one of these, it is still the total number of accidents which we must consider, and this intersection has not had an unusually high number compared to other intersections.

Even without considering the problems caused by the railroad which runs parallel to the south side of this highway, the construction of an interchange at this point would be extremely expensive. With the railroad in its present location, it may even be impossible to construct such an interchange. The volume and accident data collected for the traffic signal study indicates that the expenditure of funds for either a traffic signal or an interchange would not be justified at this location.

We recognize that entering the highway from College Drive or your business establishment can be a problem; however, we must spend money that is allocated for the maintenance and construction of highway facilities at those locations where the facts show there is the most critical need.

Very truly yours,

F. B. Klatoe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. O. Fredrickson

RK:ek cm

DALKE

RECEIVED STATE HWY ENGR
FEB 19 1974
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

FEB 21 1974
Office of
Assistant State Highway Engineer

Phone
(503) 585-7403

DALKE CONSTRUCTION CO.

General Contractor
P.O. Box 5051
SALEM, OREGON 97304

February 15, 1974

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe,

Your letter in this morning's paper has prompted me to write.

I disagree with your statement for a need of an overpass on the Salem-Dallas Highway for cycling. May I suggest that if this is of a necessity that the overpass at Dairy, over the railroad, or the overpass built for farm equipment be utilized as a pass for cyclists. I am sure that this can be done at a fraction of the $95,000. estimated cost for the other plan. It would mean extending the path on level ground at the shoulder of Highway property only a short distance further, and, I think, surely the farmer nor the railroad could object to using and maintaining the beautiful, costly bridges we have constructed for them, as underpasses for cycling.

This is not however the main purpose of my letter. Prior to construction of the first phase of the Salem-Dallas Highway, we in the area obtained petitions, attended hearings, etc. in protest for the method of construction and location at College Drive intersection. This was to no avail. The Highway Department (Mr. Porter) stated "where do we get the money?". After many years and numerous accidents and at least one fatality you have decided we have a problem. This you proved by installing an amber light after the fatality. This light has had little, if any, effect on the reduction of speed by the motorists.

As my office is located at 2655 Dallas Highway, approximately 300-ft. from this intersection, I have witnessed many of these accidents and see the private school buses and the public school buses have near collisions almost daily.

When our equipment leaves the yard someone walks down the higway a and signals for them to leave. It is still very dangerous. What I do object to, is the people coming at a high rate of speed (exceeding the limit in most cases) around the corner after we have committed ourselves to crossing. They swear, make obscene jestures and lay on their horns. It is not our fault the engineers designed this area so extreemly hazardous. I also warn people leaving our office to "watch the traffic" and still witness close calls, including one of your S.A.I.F. representatives who came close to becoming a statistic when he drove out.

What is being done to ease this situation in the near future? Quoting your letter you expect the traffic to double in 20 years

NOTED
A. E. JOHNSON

and also quoting you, "No one can put a price tag on life".

By the way, I have not seen an average of one cyclist per day since the path has been constructed. You stated that the $95,000. could not be diverted to other highway use but consideration should be given to allocate highway funds to construct an overpass or underpass at College Drive - as you say "No one can put a price tag on life" - and a school bus filled with children or a motorist driving onto the highway has little chance for survival against either the huge log trucks, transports or speeding motorists.

It appears there is an increasing trend to place the emphasis on recreational activities in a higher degree than the safety of human lives, including the lives of our children in school buses.

Sincerely yours,

DALKE CONSTRUCTION CO.

Herbert Dalke

HD:v

8065

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 13, 1974

SUBJECT: Oak Knoll Bikeway Overcrossing Structure
Willamina-Salem Highway
(Approved for Financing by Transportation Commission at January 30, 1974 meeting)

To:

Mr. E. S. Hunter
Assistant State Highway Engineer

Pursuant to instructions of Mr. Klaboe related to me through you, I discussed with the Advisory Committee on Bicycles at its March 8 meeting in Medford the construction of a structure which would safely transfer bicyclists from one side of the highway to the other at Oak Knoll. The presentation to the Bicycle Committee included an updated estimated cost of $72,100.

After some discussion the Committee voted unanimously to concur in the Highway Division's decision to construct this facility. An amendment to the motion to concur only if the cost did not exceed 120 percent of the estimated cost passed by a majority vote.

I was apprised this date that the project is not on the schedule which is dated 3-11-74 and have contacted Mr. Rulien and asked that it be scheduled for construction at the every earliest possible date.

Victor D Wolfe
Victor D. Wolfe
Location Engineer

3-15-74 OK EdH

cc Klaboe
Wolfe
Rulien
Hart
Versteeg

VDW:mc

cc J. H. Versteeg
L. W. Rulien
W. J. Hart

RECEIVED
MAR 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8065

[illegible]

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 22, 1974

SUBJECT: Oak Knoll Bikeway Structure
Willamina-Salem Highway
Polk County

To: MEMO TO FILES

Gerald Wimer, Ken Wolfe and I viewed the subject proposal in the field on February 20. It is our opinion that shifting of the structure 100 feet easterly can be made to achieve a flatter gradient on the bikeway without any problem. The bikeway itself would lie along the top of the cutbank which would reduce embankment quantities.

Mr. Payette, owner-manager of the Oak Knoll Golf Course, approached us and requested that we consider including in the project a widened area along the bikeway with bicycle parking racks opposite his facilities. He felt that many cyclists would be using his coffee shop and restrooms and that bicycles would be scattered all over his parking lot, creating quite a problem. He also felt that restrooms should be provided because his facilities were not adequate to handle the bikeway users.

I told him that restroom facilities would most likely be out of the question as we have a state park fairly close. As to the parking, I said that we would consider a widened area for parking if he would provide the parking racks. He was not receptive to this idea or convinced that restrooms were not needed. We told him that we would look into his request.

After viewing the intersection with the old highway with respect to connecting the bikeway, Alternate 2, as shown on the attached sketch, is felt to be the safest and most desirable. I have discussed this with Roger Trygstad and he is of the same opinion.

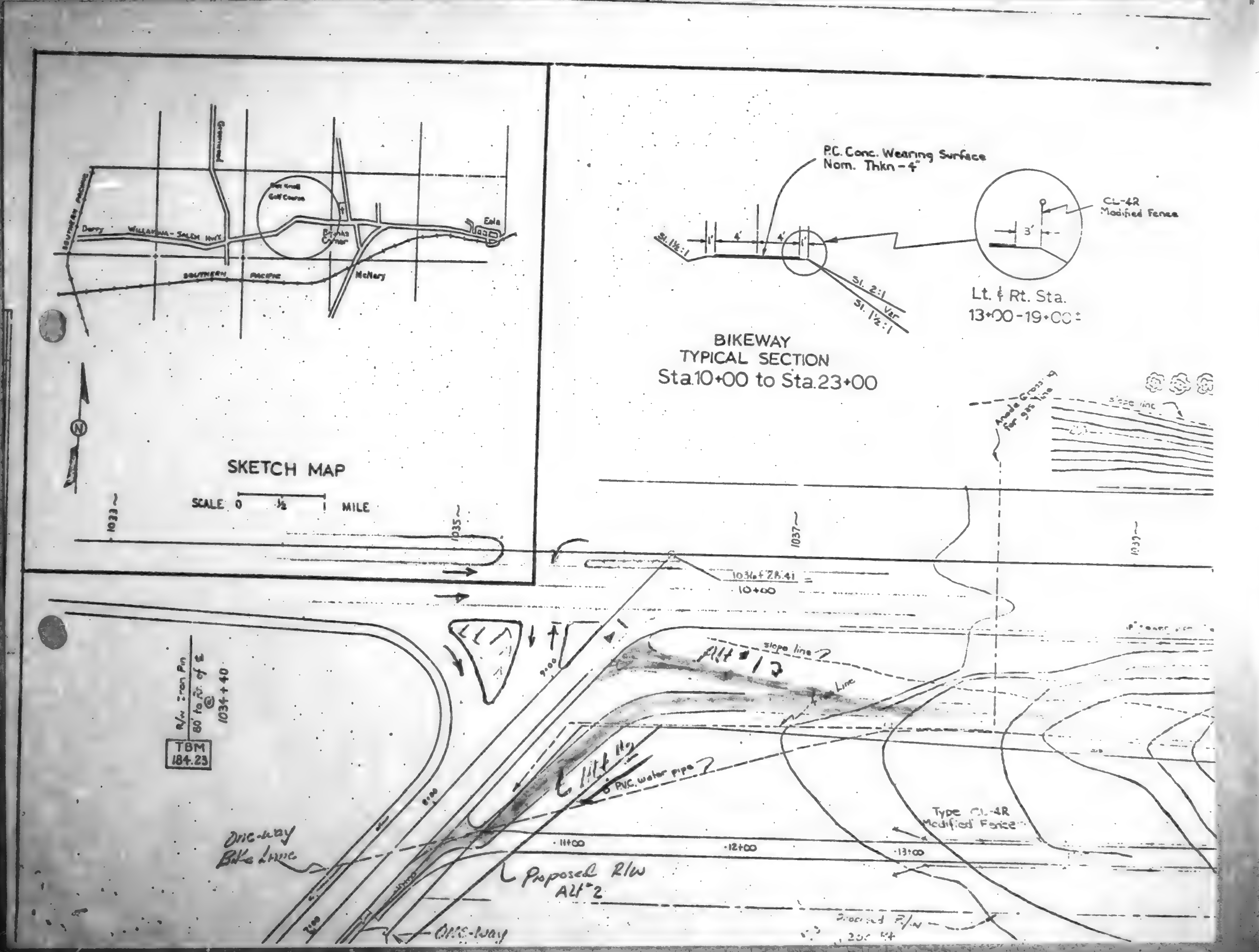
Road Design and Bridge Sections are proceeding with the changes and final plans.

NOTED
E. S. HUNTER

James D. McClure
Bicycle Route Engineer

RECEIVED
FEB 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
Attach
cc: E.S. Hunter; Gerald Wimer
Ken Wolfe; Roger Trygstad
J.H. Versteeg; W.J. Hart


SOUTHERN PACIFIC
Derry
WILLAMINA - SALEM HWY
Greenwood
Golf Course
Brooks Corner
McNary
Eola
SOUTHERN PACIFIC
N
SKETCH MAP
SCALE 0 ½ MILE
P.C. Conc. Wearing Surface
Nom. Thkn - 4"
Sl. 1½:1
1'
4'
4'
1'
Sl. 2:1
Var.
Sl. 1½:1
3'
CL-4R
Modified Fence
Lt. & Rt. Sta.
13+00 - 19+00±
BIKEWAY
TYPICAL SECTION
Sta.10+00 to Sta.23+00
1033~
1035~
1037~
1039~
1036+78.41 =
10+00
Anode Cross'g for gas line
slope line
R/W Iron Pin
80' to Rt. of ℄
@
1034+40
TBM
184.23
9+00
8+00
7+00
Alt #1 ?
slope line ?
Line
℄ Alt #1
PVC water pipe ?
Type CL-4R
Modified Fence
11+00
12+00
13+00
One-way
Bike Lane
Proposed R/W
Alt #2
One-way
Proposed R/W
20' Alt

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 21, 1974

TO Victor D. Wolfe Attention: Jim McClure
Location Engineer
LOCATION SECTION

FROM L E George
L. E. George
Traffic Engineer

SUBJECT Review of Bicycle Path Crossing
Willamina-Salem Highway

As you requested, we have reviewed the two alternatives for getting bicycle traffic across the old Willamina-Salem Highway at its junction with the new alignment.

This office suggests that you utilize Alternative #2 for the following reasons:

1. The bicycle path does not continue west of this intersection on the new alignment, so it is not necessary to have the crossing near the intersection.
2. Alternative #1 would require bicyclists to cross at a point where there is considerable action; they would have to watch for traffic making several different movements.
3. Under Alternative #1 a vehicle stopped on the old alignment waiting to enter the new alignment would block the path of a bike. If we move the stop bar back, the stopped vehicle would have a longer distance to go to enter the intersection and would have a greater chance of accidents.
4. The actual crossing distance in Alternative #2 is much shorter.

RECEIVED
FEB 25 1974
LOCATION SECTION

RDT:kw
Attachment

8065

February 12, 1974

Mr. J. Wesley Sullivan
Managing Editor
The OREGON STATESMAN
280 Church, N. E.
Salem, Oregon 97301

Dear Wes:

We disagree with your editorial of February 6 in which you question the need for a $95,000 overpass for bicycles on the new Salem-Rickreall Highway.

The new bicycle path, which will eventually connect Corvallis and Salem, promises to be one of the most exciting and heavily traveled paths in Oregon. Knowledgeable cycling enthusiasts maintain that a path of that distance -- connecting two urban centers, two state parks, a golf course, several major schools and universities -- is a recreational and commuter bicyclist's dream.

The path must cross the highway somewhere near Oak Knoll Golf Course. The highway has four travel lanes separated by a median strip and presents an 80-foot wide obstacle for the cyclist-pedestrian. The highway presently carries nearly 9,000 vehicles per day and is expected to carry double that in 20 years. Safety for both the cyclist and the vehicle operator dictates that something other than a crosswalk be provided as a crossing. Of the three crossing solutions studied, the $95,000 overpass was the cheapest. No one, of course, can put a price tag on a life.

As your editorial suggests, we must by law allocate one percent of the highway fund to bicycle path construction - nearly $4 million biennially. We cannot use that money for traffic signal installation or any other kind of highway-related activity.

We look forward to continued review of Highway Division policy and activities by the STATESMAN and appreciate this opportunity to respond.

Very truly yours,

F. B. Klaboe
Administrator and

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
Gary Sund

GLS:cb cm

The Oregon Stat

"No Favor Sways Us; No Fear Shall Awe."—from first Sta

Charles A. Sprague—Editor and Publisher—1929-

WALLACE A. SPRAGUE, Publisher

WENDELL WEBB, Editor
HUNT CLARK, Circulation Manager

J. WES
VAN E

2-6-74

$95,000 Overpass for Bicycles Is Questioned

From the standpoint of the gasoline shortage, pollution control, good health and economy, people should ride bicycles instead of drive cars. But the plain truth is, that while the bicycle is becoming more popular rapidly, it still is primarily a recreational vehicle — especially between cities.

The 1971 Legislature directed the State Highway Division to spend money on bicycle and footpaths by setting aside one per cent of gasoline tax revenues to finance such projects. The legislation went even further, directing that such paths should accompany all new highway or relocated highway construction.

This accounts for the new bicycle path which has accompanied the improvement in the Salem-Rickreall Highway. From the standpoint of motorists who drive that highway daily and see only a bicycle or two a week using it, a question arises as to the current justification for such an expensive project.

That question was amplified this past week with approval by the Highway Division of a bicycle overpass across the highway near the Oak Knoll Golf Course, estimated to cost $95,000.

Bicycles must cross the highway to get from the bike path on the north to the old Salem-Dallas highway on the south, which serves as an extension of the bicycle path.

Highway Division officials say that without a grade separation, they have concern that youngsters using the path might be in danger from cars travelling at high speed on the highway.

The last thing this newspaper wants to do is to advocate endangering the lives of children, but if the bicycle path program is to continue to get public support, some measure of reality must be brought to bear on the expense of these bicycle path projects.

In such instances as the proposed overpass, it may be necessary to settle for appropriate schools where hundreds of children and bicycles cross daily. But, of course, the bike path money must be used only for projects related to bikeways.

If the Highway Division spends its bike path money in expensive installations for limited use, the long-range result may not be a bicycle path system but a backlash from the non-bicycle riding public endangering this very worthwhile program.

Bicycles Is Questioned

From the standpoint of the gasoline shortage, pollution control, good health and economy, people should ride bicycles instead of drive cars. But the plain truth is, that while the bicycle is becoming more popular rapidly, it still is primarily a recreational vehicle — especially between cities.

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The last thing this newspaper wants to do is to advocate endangering the lives of children, but if the bicycle path program is to continue to get public support, some measure of reality must be brought to bear on the expense of these bicycle path projects.

In such instances as the proposed overpass, it may be necessary to settle for appropriate warning signs and a painted island in the center of the four-lane highway, so the cyclist needn't cross the entire strip at one time.

The $95,000 spent for a visually-polluting overpass which will be used by a relatively few people weekly will mean indirectly, that $95,000 will not be available for traffic lights near schools where hundreds of children and bicycles cross daily. But, of course, the bike path money must be used only for projects related to bikeways.

If the Highway Division spends its bike path money in expensive installations for limited use, the long-range result may not be a bicycle path system but a backlash from the non-bicycle riding public endangering this very worthwhile program.

8065

January 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Bikeway Crossing
Rickreall-Independence Junction
Willamina-Salem Highway
Polk County

Three alternate crossing locations have been studied, as shown on the attached map, to provide a safe method for cyclists to cross the 84-foot new highway project near the Oak Knoll Golf Course on the Willamina-Salem Highway.

A six-mile bikeway, separated from the highway, has been constructed easterly of the Oak Knoll area along the northerly side of the highway, tying into the Willamette River structures serving the Salem central business district. Easterly of the proposed crossing a separated bikeway is presently under construction from Rickreall southerly to Monmouth parallel to, and on the westerly side of,. Pacific Highway West.

To provide continuity, bike lanes sharing the roadway surface are proposed along the old section of highway from Rickreall to its intersection with the Willamina-Salem Highway.

Of the three studies, Alternate #2, which involves a pedestrian/bicycle overcrossing structure near the intersection of the old and new highways, is supported for the following reasons:

1. On Alternate #1 the bike route would be considerably longer and approximately one-half mile would not be adjacent to the highway which could present problems relating to maintenance and policing.

2. Alternate #2 has the lowest cost of the three alternatives studied.

3. For Alternate #3, the westbound vehicle ramp at Independence Junction, which could be utilized by a bike trail, could not be justified for 10 to 15 years.

Your approval to fund Alternate #2 for construction is requested. This will be on the agenda for the January 30 meeting.

bc: C. W. Head
George Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. H. Versteeg
L. H. Young
J. B. Boyd
C. O. Fredrickson
Gary Sund
R. E. Whipps

JDM:jp cw

FORM 8-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1974

SUBJECT: Rickreall-Independence Junction
Willamina-Salem Highway
Polk County - Bike Route

To:
Mr. E.S. Hunter
Assistant State Highway Engineer

Cost estimates have been prepared for three alternatives for separating the bike route with the recently constructed (1973) Willamina-Salem Highway. A bikeway is presently in existence on the northerly side of the highway from Oak Knoll Golf Course to the Willamette River Bridges in Salem. A bike route is under construction from Rickreall southerly to Monmouth along the west side of Pacific Highway West. In order to provide continuity, a Class III bikeway along the old Willamina-Salem Highway is proposed.

The three alternatives studied and estimates of cost are as follow:

Alternate #1 extends the bike route westerly from Oak Knoll Golf Course along the northerly side of the highway to Baskett Slough where it crosses under the structure to lie along the east bank of the slough to the old highway. Total cost, including right of way, is $105,000 for approximately 1.6 miles of construction length.

Alternate #2 is based on having a bike structure over the highway near the golf course where the highway is in a through cut situation. Costs for the structure and approach ramps have been estimated to be $95,000, and includes costs for additional right of way. Approximately 1000 feet of bike path construction is involved.

RECEIVED
JAN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

Alternate #3 is predicated on construction of a bikeway adjacent to a proposed future west-to-south vehicle separation leg at the Independence Junction. Right of way for the separation ramp has been purchased for future use. It has been determined that traffic volumes would not justify construction for at least 10 to 15 years. If the ramp were constructed at this time, the cost for providing a bike route is estimated at $185,000. Approximately one mile of bike path adjacent to the highway along the southerly side, to tie into the Class III bike path along the old highway, is included with this estimate.

Attached is a suggested draft to the Transportation Commission, with exhibit maps, requesting their recommendation for Alternate #2.

Victor D. Wolfe
Location Engineer

By W. H. Tebeau
W.H. Tebeau
Assistant Location Engineer

Attach
VAB:jp

8066 LaGrande Office Bldg. on 1974
Wallowa Lake Hwy.
(Landscape improvement)

8066

13

September 18, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On September 10, 1975, we wrote to you concerning release of final payment on Contract No. 8066 awarded to Aichele Landscaping, Inc. for work on the La Grande Office Building of the Wallowa Lake Highway in Union County.

Final payment on this contract is $1,666.32 and the total contract amount is $33,326.33. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: A..hele Landscaping, Inc.
11360 SE Stevens Rd.
Portland, OR 97266

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Macek
W. E. Schwartz

8066

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 5, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

R D Church

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8066, Work Completed June 2, 1975

Project LaGrande Office Building

Highway ——, County Union

Type of Work Landscape Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date September 8, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:vld

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
SEP 8'75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 9/9/75

Letter Written
9-10-75

8066

Report # 17 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LaGrande Office Building

WEEK ENDING: June 6, 1975

SECTION PREFIX: 31-3411-900

HIGHWAY: Wallowa Lake

COUNTY: Union

NAME OF JOB: LaGrande Office Building

KIND OF WORK: Landscape Improvement

CONTRACTOR: Aichele Landscaping Inc.

CONTRACT NUMBER: 8066

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 6, 1974

DATE WORK STARTED: September 19, 1974

ESTIMATED COMPLETION DATE: May 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31, 1974

PERCENT OF TIME ELAPSED: 85.2

PROJECT AUTHORIZATION: $ 36,793.72

EXCLUSIVE OF ENGINEERING: $ 33,580.29

ENGINEERING AUTHORIZATION: $ 3,223.43

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.4

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,580.29

ENGINEERING COST TO DATE: $ 2,909.44
This week $99.82

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.4

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

PERCENT OF AUTHORIZATION: 90.3 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Ptly cldy, warm	0		Final acceptance on lawn was made by R.D. Hector &
MONDAY	2	Shwrs, warm	0		J. A. Schlieski on 6-2-75.
TUESDAY	3	Cldy, warm	0		
WEDNESDAY	4	Cldy, warm	0		
THURSDAY	5	Ptly cldy, warm	0		
FRIDAY	6	Ptly cldy, warm	0		
SATURDAY	31	Clear, hot	0		

Routing
Keasey K
Bond
Jackmond 9
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 9 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No activity
MONDAY 2	No activity Final acceptance of lawn.
TUESDAY 3	No activity
WEDNESDAY 4	No activity
THURSDAY 5	No activity
FRIDAY 6	No activity
SATURDAY 31	No activity

REMARKS

Status: Project is completed & into the establishment period. Lawn accepted by R. D. Hector & J. A. Schlieski on 6-2-75.

Semi-final submitted to Region on 5-30-75.
Post semi-final will be submitted next fall ofter establishment period.

This will be the last weekly report on this project.

SIGNED Joseph A. Schlieski LOCATION LaGrande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8066

September 4, 1974

Aichele Landscaping, Inc.
11160 S.E. Stevens Rd.
Portland, OR 97266

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, awarded to you State Highway Contract No. 8066 in the amount of $32,134.25 for landscape improvement at the La Grande Office Building on the Wallowa Lake Highway in Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Kessey
Vince Gallagher
Walt Hart
W. E. Schwartz
Joe Schlieski
Roy Olson

8066

J

FORM [illegible] (REV. [illegible])

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1974

SUBJECT: LaGrande Office Building
Wallowa Lake Highway
LaGrande, Oregon

To: Cliff Layton
Cost Analysis
State Highway Building

Award of the subject landscape project is recommended based upon the following:

1. The three lowest bidders of 32,134; 32,404; and 34,492 are so tightly grouped, indicating them to be highly competive.
2. The same three contractors have at one time or another been low bidders on previous landscape contracts.
3. Readvertising would not lower the cost of the contracts as we are in a very rapid escalation period for this type of work.
4. Our estimate did not properly take into account the remoteness of this project to the landscape contractors that normally bid our landscape projects. (Low bidder is from Portland, second low from Eugene and third low from Salem)

Roy E. Olson

Roy E. Olson
Landscape Engineer

HLS:vmt

RECEIVED
AUG 30 1974
Office of
Assistant State Highway Engineer

FORM 8-36

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE July 25, 1974

TO Hal Versteeg
Road Design Engineer

E S Hunter
FROM E. S. Hunter kmb
Assistant State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT Landscaping of La Grande Regional Office Building

Please complete the landscape plans for the La Grande Regional Office Building.

I hope the project can be let in time to meet the fall planting season.

Plans and specs.
delivered to the spec. section
on 8/1/74

Ray Edlman.

Estimated cost $31,605

ESH:kmb

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter

1
copy
copy
copy

↑

RECEIVED
AUG [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8067 Jap Hollow Cr. Sec. of Co. 1974
Rd. 129 (Jap Hollow Road)
(Box culvert)

JAP HOLLOW CREEK (JAP HOLLOW ROAD) CULVERT
DSR Item No. 9

	Basic Engineering	Special Engineering	Total
P. E.	$2,462.26	$1,817.76	$ 4,280.02
Const. Engr.	334.03	2,956.04	3,290.07
Total	$2,796.29	$4,773.80	$ 7,570.09

Const. Cost (Contract) $21,917.01

Basic Engineering as 0/00f Const. Cost 13%

Special Engineering " " " 22%

Factual Data

DSR 2-6-74; $36,929 for two RCBC's at MP 0.3 and MP 0.7.
DSR revised 3-29-74; $12,694 for RCBC at MP 0.7 and $933 grant in lieu for MP 0.3.
Authority for survey 2-20-74 for $6,900; approved 3-22-74.
Survey started 4-22-74 for two RCBC's.
Survey completed 6-12-74 and sent to Salem for design 6-14-74.
Bid received for RCBC at MP 0.7 11-22-74 for $24,056.45.
Contract No. 8067 completed 11-22-74.

Narrative

Two RCBC's were originally planned at MP 0.3 and MP 0.7. Although FDAA disallowed the one at MP 0.3 and gave the county a grant in lieu, the county requested that the state contract both of them. The county then repaired the existing culverts and MP 0.3 and scrapped the proposed RCBC after receiving plans for same.

Wasco Co

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: Wasco County Commission
Courthouse
The Dalles, OR- 97058
Attention of Roadmaster

Request No. (assigned by staff engineer or head of section) CA 1092
Date April 1, 1975
Payer's Order No. (if any) –
Highway Div. Order No. (if any) –
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Repair of Jan., 1974, flood damage under PL 606; costs to 2/28/75 on the following projects:

Advance deposits 11/74	$79,852.00
Costs previously t/fd.	63,852.00
Adv. Dep. retained	16,000.00

Mill Crk and Tygh Crk.

Itemized Statement:

Quantity	Unit	Description			Unit Price	Amount
		~~Deposit retained~~	Paid to contractor	OSHD engineering	Proj. Total	
Mill Cr. Bridge		~~[illegible]~~	$58,703.23	$6,762.82	65,466.05	
Jap Hollow Culvert		~~14,400.00~~	20,707.37	2,860.51	23,567.88	
15-mi. Cr.		–	9,403.52	1,336.17	10,739.69	
		~~$16,000.00~~	$88,814.12	$10,959.50	$99,773.62	
Less costs t/fd.					63,852.00	
Balance of costs						35,921.62
Amount due						19,921.62

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ BPE ☐

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:

33-7782-594-10	$15,955.05
33-7782-594-11	9,226.88
33-7782-594-12	10,739.69

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Submitted by:

Is this a partial or final request for billing?

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service. CC 1453

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8067

March 10, 1975

Safeco Ins. Co. of America
4347 Brooklyn Avenue, NE
Seattle, Washington 98105

Gentlemen:

On February 27, 1975, we wrote to you concerning release of final payment on Contract No. 8067 awarded to Ross Bros. Construction Inc., for work on Jap Hollow Creek Section of County Road No. 129 in Wasco County.

Final payment on this contract is $1,190.39 and the total contract amount is $21,897.96 including $439.17 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Ross Bros. Construction Inc.
3501 Brooklake Road, N.
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8067

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jap Hollow Creek RCBC

WEEK ENDING: January 11, 1975

SECTION PREFIX: 33-7982-11

HIGHWAY: County Road 129

COUNTY: Wasco

NAME OF JOB: Jap Hollow Creek RCBC

KIND OF WORK: Box Culvert

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 8067

FEDERAL AID PROJECT NUMBER: FDAA-413-DR-65(Item 9)

DATE OF CONTRACT: September 5, 1974

DATE WORK STARTED: October 7, 1974

ESTIMATED COMPLETION DATE: December 12, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 80

CALENDAR DAYS USED 61

SPECIFIED COMPLETION DATE: December 12, 1974

PERCENT OF TIME ELAPSED: 61/80 = 76.3

PROJECT AUTHORIZATION: $ 24,056.45

EXCLUSIVE OF ENGINEERING: $ 21,955.45

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,955.45

ENGINEERING AUTHORIZATION $ 2,101.00

This Week 3.30

ENGINEERING COST TO DATE $ 2,196.37

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 104.5%

DATE PROJECT WAS COMPLETED: November 22, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	RCBC							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Rain			
MONDAY 6	Rain			
TUESDAY 7	Rain			
WEDNESDAY 8	Rain & Snow			
THURSDAY 9	Snow			
FRIDAY 10	Cloudy & Cold			
SATURDAY 11				

RECEIVED
JAN 13 1975
CONSTRUCTION
SECTION

[illegible]
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	No activity all week
6 MONDAY	
7 TUESDAY	
8 WEDNESDAY	
9 THURSDAY	
10 FRIDAY	
11 SATURDAY	

REMARKS

Job Status: The project is completed. The semi-final has been sent to Region.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8067

December 31, 1974

Gilliam County Court
Courthouse
Condon, OR 97823

Attention: Marianne Anderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5178

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on sections of the Upper Rock Creek Road, Middle Rock Creek Road and Eightmile Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

PL 606

Jan 1974 Storm Damage

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

CC 1453

November 8, 1974

RECEIVED
COUNTY & CITY SECTION
NOV 12 1974
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ DE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Mr. Harold Reynoldson
County and City Section
Highway Division
Highway Building
Salem, Oregon 97310

Dear Harold:

Enclosed is a check in the amount of $65,492.00, Wasco County advance deposit on the following projects:

Check #

Jap Hollow Box Culvert	$18,042.00	FDAA 413-DR 65 (Item #9)
Shadybrook Bridge	19,896.00	FDAA 413-DR 65 (Item #11)
Mill Creek Bridge	26,619.00	FDAA 413-DR 65 (Item #39)
Endersby Bridge	935.00	FDAA 413 DR 65 (Item #50)
	$65,492.00	

Also enclosed is a check in the amount of $14,360.00, Wasco County share of Shadybrook Bridge.

Check #

100% county money - beyond grant-in-low

Sincerely yours,

Rex Kniesteadt

REX KNIESTEADT
Roadmaster

For transfer of Advance Deposit
65,492 x 75% = 49119
14360
63,479

or say $63,852

Enclosures

RK1pp

RECEIVED
OSHD FINANCE BRANCH
Check # 22091 $14,360.00
By C C Haveland Date 11/12
For

RECEIVED
OSHD FINANCE BRANCH
Check # 2 $65,492.00
By C C Haveland Date 11/12
For

Total advance deposit $79,852
less 63,852
To be retained — 16,000

CC 1453

October 14, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kniestedt
Road Superintendent

MISC. CONTRACTS and
AGREEMENTS No. 5086

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement for bridge projects as follows: (1) Jap Hollow Creek (Jap Hollow Road), (2) Tygh Creek (Shadybrook Road), (3) N. Fork Mill Creek (Upper Mill Creek Road), and (4) Eightmile Creek (Endersby Road).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (conf. agree. att.)

#8067

October 14, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kniestedt
Road Superintendent

MISC. CONTRACTS and
AGREEMENTS No. 5074

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement for bridge projects as follows: (1) Jap Hollow Creek (Jap Hollow Road), (2) Tygh Creek (Shadybrook Road), (3) N. Fork Mill Creek (Upper Mill Creek Road), and (4) Eightmile Creek (Endersby Road).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (conf. agree. att.)

8067 5

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 24, 1974

Oregon-Washington
Carpenter-Employers
Apprenticeship and
Training Trust
Marquam Plaza - Suite 115
2525 S.W. Third Avenue
Portland, OR 97201

Re: Jap Hollow Creek Section
County Road No. 129
FAP No. FDAA-413-DR-65
Contract No. 8067
Preconstruction Conference

Attn: Mr. Milton E. Hoffman
Director of Carpentry Instruction

Dear Mr. Hoffman:

Attached is notification of the preconstruction conference with Ross Brothers Construction, Inc. to be held September 30, 1974 at our resident engineer's office in The Dalles. This is the type of project discussed at our September 10th meeting in Andy Clark's office in Salem.

The contract is for construction of a concrete box culvert with a specified completion within 80 calendar days. The contract amount is $21,010.00.

If you have any questions please contact me.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

RECEIVED
SEP 25 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

MDG:mk

Att.

cc: Andrew Clark (w/att.)

bc: G. L. Green
H. S. Coulter ✓
Jim Butler

Form E-123

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

9-11-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. FDAA-413-DR 65 (Item #9)

Highway No. County Road #129

Project Name Jap Hollow Road Culvert
P.L. 606, January 1974 Storm Damage

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 11 day of Sept, 1974

WASCO County

Judge

Ralph M Stearns
Commissioner

Grant C. L. Cyphers
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 13 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

7/31/73

#8067

bc: L. W. Rulien
V. E. Skoog
H. S. Cox
C. M. Williams

September 5, 1974

Mr. William H. Mayer, Regional Engineer
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention Mr. Ray Willman

Re: P.L. 606, January 1974 Storm Damage
Applicant Change for Items in
Gilliam and Wasco Counties

Dear Mr. Mayer:

Since Gilliam and Wasco Counties have requested that the Oregon State Highway Division contract the following projects in their behalf, we are asking that the applicant for the following projects be changed from the named county to the Oregon State Highway Division, by and through the Oregon Transportation Commission.

GILLIAM COUNTY - FDAA-413-DR 25

Item #22 - Rock Creek (French Charlie Road) Br.
23 - Willow Creek (Rhea Road) Br.
24 - Willow Creek (Lower Willow Creek Rd.) Br.

WASCO COUNTY - FDAA-413-DR 65

Item # 9 - Jap Hollow Creek (Jap Hollow Rd) Br.
11 - Tygh Creek (Shadybrook Road) Br.
22 - Five Mile Creek (Upper Five Mile Rd) Br.
39 - N. Fork Mill Creek (Upper Mill Creek Rd) Br.
50 - Eightmile Creek (Endersby Road) Br.
51 - Upper Fifteenmile Creek (Wilbur West Rd) Br.

(more)

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Also enclosed is a copy of the statement granting Mr. E. S. Hunter, Assistant State Highway Engineer, authority to approve the transactions for these projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

HR:ljt

Encl.

cc: Harvey L. Latham, Emergency Services
Hon. James O. Burns, Gilliam County Judge
Hon. H. B. Elder, Wasco County Judge
FHWA

EXHIBIT "A"

TO WHOM IT MAY CONCERN:

Re: 1974 Flood Damage Restoration
FDAA - Public Law 606

This is to certify that Mr. E. S. Hunter, Assistant State Highway Engineer, has been appointed and is authorized to execute, for and in behalf of the State Highway Division of the Department of Transportation of the State of Oregon, all applications for the purpose of obtaining certain Federal financial assistance under the Federal Disaster Act (Public Law 606, 91st Congress) for the flood damage of 1974.

Very truly yours,

F B Klaboe
F. B. Klaboe
Administrator and
State Highway Engineer

HR:ljt
9/5/74

8067

September 5, 1974

Ross Bros. Construction, Inc.
3301 Brooklake Road N.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Jap Hollow Creek Section of County Road No. 129 in Wasco County for the sum of $21,010. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Commission is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8067.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Don Trout
C. M. Williams
Norm Oliva
Wm. Geibel (SAIF)

606-Wasc

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

September 5, 1974

Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Carl Williams
Region 4 Engineer

SUBJECT:

PL 606 Repairs
Eight-Mile Creek Br.
Endersby Cutoff Road
Co. Rd. 112
Wasco Co.

PL606 funding for repairs to flood damage on the Eight-Mile Creek Bridge is limited to grouting the existing north rubble abutment as required to restore it to its preflood condition.

No work is to be done on the south abutment.

In addition, riprap as required to correct the corners on the structure is eligible under the PL 606 funds.

Since the value of this work is too small to warrant contracting, we recommend that we negotiate with your present contractor in the area to have the work done under a price agreement or extra work order.

The extent and location of the work should be clearly identified for purposes of future auditing under PL 606 work in Wasco County.

To ensure that this proposed work is in keeping with the desires of Wasco County, we recommend that you discuss this with them before proceeding. We have the concurrence of the FHWA and our City-County Office in this proposal to do the work.

WJH/ag

cc N. Oliva
H. S. Cox
~~FHWA~~

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

SAFECO INSURANCE [illegible]ANY OF AMERICA
GENERAL INSURANC[illegible]OMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #10 WASCO COUNTY
JAP HOLLOW CREEK SECTION
COUNTY ROAD NO. 129 (JAP HOLLOW ROAD)

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: AUGUST 29, 1974

PAGE 1

E.G. Scott Const. Salem 24,775
Schroeder Const. Co. Port. 27,490

1. Ross Bros Const. Salem 21,010
2. Douglas S. Coates Bend 22,470
3. Jarrell Const. THE DALLES 23,090

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Removal of Structures & Obstructions	1	2,500	3,500	2,500
210	C.Y.	Trench Excavation	2	12-	10-	5^{50}
55	C.Y.	Granular Backfill	3	8-	15-	12-
55	C.Y.	Concrete in Box Culvert	4	160	195	225
8,800	Lbs.	Reinforcement in Box Culvert	5	0^{50}	0^{40}	0^{50}
100	L.F.	Guard Rail, Type 2	6	17^{50}	10-	15-
4	Only	Rail End Pieces, Type C	7	150	200	125

BOND WITH SAFECO

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PRINTED IN U.S.A.

JAP HOLLOW CREEK SECTION

COUNTY ROAD NO. 129 (JAP HOLLOW ROAD)

WASCO COUNTY

FAP No. FDAA-413-DR-65 (Item 9)
Box Culvert

Bids Received August 29, 1974

1.	Removal of Structures and Obstructions	All Specified		$ 500.00
2.	Trench Excavation	210 cu.yds.	10.00	2,100.00
3.	Granular Backfill	55 cu.yds.	10.00	550.00
4.	Concrete in Box Culverts	55 cu.yds.	175.00	9,625.00
5.	Reinforcement in Box Culverts	8,800 lbs.	0.45	3,960.00
6.	Guard Rail, Type 2	100 lin.ft.	10.00	1,000.00
7.	Rail End Pieces, Type C	4 only	130.00	520.00
		For Comparison of Bids		$ 18,255.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$18,255.00	
	$18,255.00	21,010
Contingencies (4-1/2%)	821.48	945.45
Engineering (10%)	1,825.50	2,101.00
Estimated Net Authorization, Constr.	$20,901.98	24,056.45

+ 15.09%

8067

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations th[illegible]h fill/removal permits that are designed to [illegible]ze potential conflicts with fish and wildl[illegible].

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
   This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
   We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed, to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
   This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
   We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
   We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
    This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

Date 8-14-74

County Wasco

River Tap Hollow Cr

Name of Applicant OSHD

State Permit No. 1661 Corps of Engineers PN. No. ____

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  ( ) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  (✓) c. in a manner to minimize turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials~~, waste materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ____).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

( ) 5. ~~There shall be no~~ Removal or filling in the permit area should be done ~~between~~ (dates) during the low flow season for the following reasons:
____

( ) 6. There shall be no operation of equipment in the active flowing stream:
  ( ) a. between the dates of ____
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ____
  ( ) c.

Operating Conditions

( ) 1. The stream shall not be diverted from the natural bed.

(✓) 2. At project's completion, the stream shall be
  (✓) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

Lo 8/14/74 -
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ____________________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. ______________ feet (below) (above) ordinary low water
  ( ) b. ______________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

(✓) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of ______________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  (✓) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

( ) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
  ( ) a. in a manner that does not appreciably increase the upland surface area.
  ( ) b. before (date) ____________________

(✓) 2. The area of streambank soil disturbance shall be ~~protected by placing material~~, re-vegetative ~~cover on the slopes~~. The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ____________________

( ) 5. There shall be no operation of equipment in the water except to dig a toe trench.

( ) 6. Streambed gravels may be used to prepare a filter blanket.

( ) 7. No removal of vegetation shall occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

8067

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 5, 1974

cc:
~~E. S. Hunter~~
~~L. W. Rullen~~
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (6)
W. E. Schwartz (2)
E. L. Hardt (2)
A. E. Shirley (2)

NOTED
E. S. HUNTER

cc's sent 8-8-74

Mr. J. H. Versteeg
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The projects listed below along with your comments were received from your office by letter dated July 24, 1974:

1. Jap Hollow Creek Section, County Road 129, Wasco County
2. Camp Bell Creek Section, County Road 411, Wasco County
3. Tygh Creek Bridge Section, FAS 311, Wasco County
4. Poorman's Creek Section, Jacksonville Highway, Jackson County

The plans indicate several channel change proposals for the above projects. We feel that stream alteration should be kept to a minimum or eliminated whenever possible. Studies in such states as Oklahoma, California, Idaho, Montana and Michigan show that altered sections of streams never fully return to the unaltered state, and much of the time never recuperate more than 60 percent.

The above projects though are in areas where the Oregon Wildlife Commission has local fishery scientists, thus we will support their recommendations on fishery safeguards.

5. Bear Creek Section, FAS 32-100, Wallowa County. As indicated on the channel change profile, Bear Creek is extremely steep in this area.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG
ROAD
DESIGN
SECTION

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

6. Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie Rwit

BURT CARNEGIE
FISH PASSAGE SPECIALIST

MEMO TO FILES
August 2, 1974

Re: P.L. 606, January 1974 Storm Damage
Jap Hollow Creek (Jap Hollow Road) Br.
Wasco County
FDAA-413, DR 65, Item 9

MP 0.7

In a telephone conversation today with Judge Elder, he requested that we replace only the Upper Jap Hollow structure. He felt that the county could not afford the $30,000 to replace the culverts at the lower location.

The county has already made the repairs to the Lower Jap Hollow structure and will submit a billing to Emergency Services for their repair costs. — MP 0.3

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: Hon. H. B. Elder, Judge
L. W. Rulien
W. J. Hart
C. G. Swenson
C. M. Williams, Region 4
D. B. Carter, FHWA
Ms. Sandy Ekstrom, Emergency Services

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

erfas

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 9, 1974

FILE:

FROM:

TO: MEMO TO FILES

SUBJECT: Hydraulics Study
Upper Jap Hollow
Lower Jap Hollow
County Road #129
Wasco County

Both crossing sites are located on County Road 129 approximately six miles southeasterly of The Dalles. These crossings are 0.4 mile apart and are subject to similar peak flows. The flood of January 1974 was the largest and most destructive flood of recent record surpassing even the December 1964 event. A slope area measurement was made to estimate the peak flow for the 1974 flood and resulted in a discharge figure of 630 cfs. Regional analysis of flow data from stream gages in the area indicates that the following peak flows could be expected from the 12.4 square mile basin for the frequencies indicated.

Frequency	Discharge
10-year	310 cfs
25-year	420 cfs
50-year	540 cfs

A 25-year flood frequency was selected for design of these structures.

Upper Jap Hollow MP 0.7

Recommendations

The field proposed a 10 x 6 RCBC which provides a 60-square foot end area. This size configuration appears to be too high and narrow for site conditions and also does not allow sufficient freeboard to prevent water overtopping the roadway. It is recommended that a 12' x 5' RCBC be used in lieu of the 10' x 6' RCBC. It has the same end area as the field's proposal but has the advantage of providing 2.7 feet of freeboard during the design flood.

Head cutting in the upstream channel is a serious problem and has prompted local farmers to construct grade control structures in the channel. To minimize head cutting which might result from construction of the box culvert, it is recommended that the inlet flow line be built not lower than elevation 94.6 feet.

RECEIVED
COUNTY & CITY SECTION
JUL 9 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Memo to Files
July 9, 1974
Page 2

The outlet poses special problems because of the deep incised channel and limited right of way. It is suggested that the following provisions be made to reduce the chance of scour in the outlet channel.

1. Use a 0.4% grade on the culvert
2. Use a modified outlet section as shown on the attached drawing.
3. Construct an impact wall two feet back from the downstream end of the outlet apron.
4. Place riprap or large boulders up to channel grade between end of apron and the right of way line as shown on attached drawing.

Lower Jap Hollow MP 0.3

Recommendations

A 15' x 4' RCBC was proposed by the field and is also recommended by this office. In addition, it is suggested that the upstream channel be realigned as shown on the vicinity map and Class 100 riprap protection provided along the right bank. The downstream channel to the right-of-way line should be protected with a three-foot blanket of Class 100 riprap. ✓

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:ko
Attachment
cc Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Carl Williams
Harold Reynoldson

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	420 cfs	628 cfs
Frequency-yrs	25 yr	50^{+} yr
H.W. Elevation Natural Channel	$99^{\underline{4}}$ Headwater Elev.	$99^{\underline{1}}$ observed Elev.
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

" Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

MP 0.7

Upper Jap Hollow 12'x5' RCBC

Wasco County

COMPILED BY
Macnab

DATE
June 11, 1974

HYDRAULIC DATA		
	Design Flood	Max,Flood yr (1974)
Discharge-c.f.s.	420 cfs	628 cfs
Frequency-yrs	25 yrs	50^{+} yrs
H.W. Elevation Natural Channel	$199^{\underline{4}}$ *	$200^{\underline{3}}$
H.W. Elevation Channel Change		
Velocity - f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

* Headwater Elevation on RCBC

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

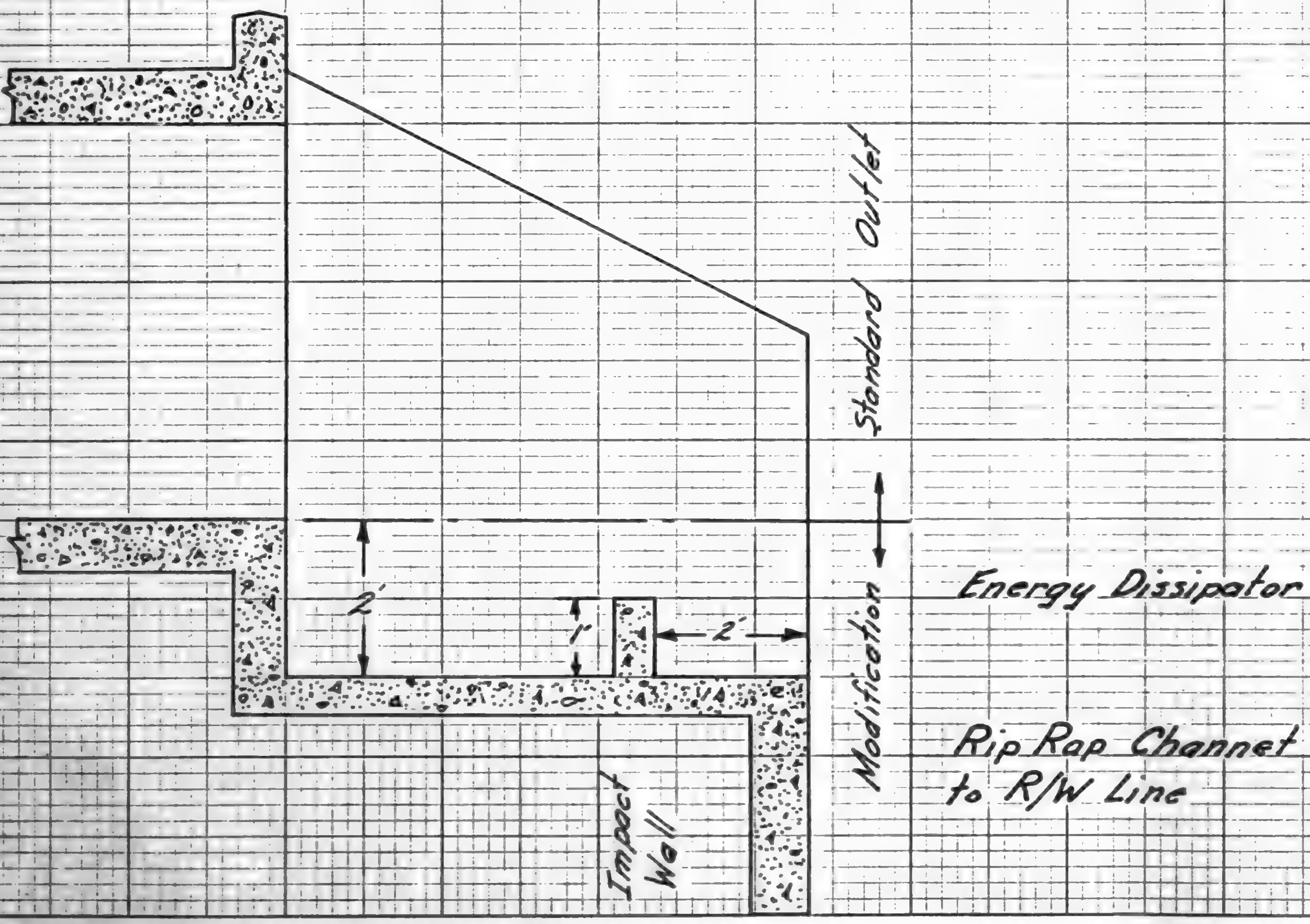
MP-0.3 Lower Jap Hollow 15'x5' RCBC
County Road # 129
Wasco County

COMPILED BY	DATE
S. H. Macnab	8 July 1974

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

Modified Wing Wall

Upper Jap Hollow Culvert MP 0.7


Standard Outlet
Modification
2'
1'
2'
Impact Wall
Energy Dissipator
Rip Rap Channel to R/W Line

July 5, 1974

Mr. Rex Kniestaedt
Wasco County Road Supervisor
Courthouse
The Dalles, Oregon 97058

Re: P.L. 606, January 1974 Storm Damage
Lower Jap Hollow Culvert MP 0.3
Wasco County

Dear Rex,

The two easements outlined in red on the enclosed sketch are what is needed for this project.

Please note that the easement for the detour is 50 feet longer than the one we sent to you earlier.

Very truly yours,

H. S. Cox
County and City Engineer

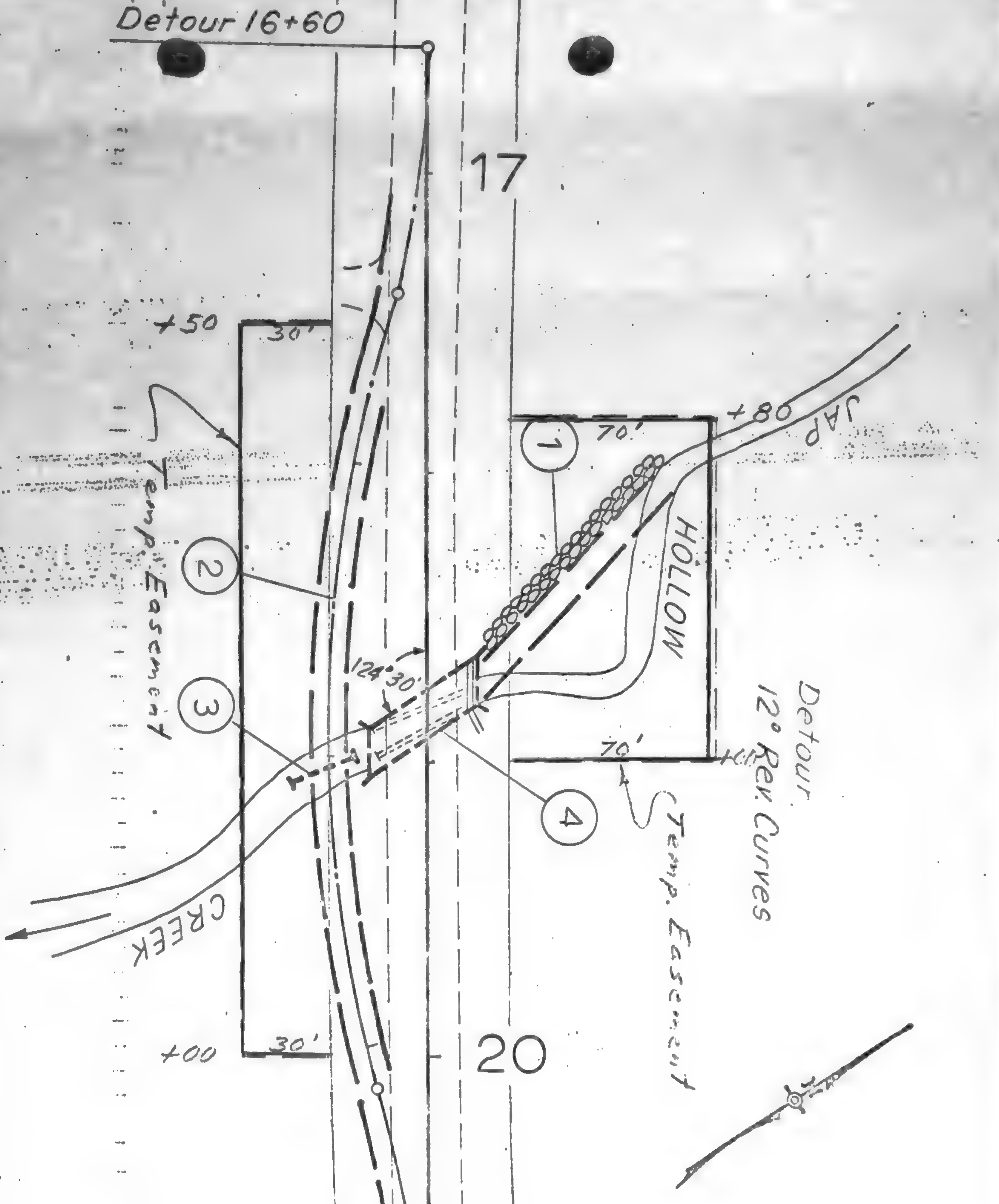
By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☑ ENGR. ☑ ASST. ☑ OE ☒ ~~AE~~ ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐


Detour 16+60
17
+50
30'
Temp. Easement
2
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124°30'
1
70'
+80
JAP
HOLLOW
Detour
12° Rev. Curves
70'
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CREEK
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30'
20
℄ R/W
℄ R/W
30'
30'
MP 0.3

June 28, 1974

Mr. Rex Kniestaedt
Wasco County Road Superintendent
Courthouse
The Dalles, Oregon 97058

Re: P.L. 606, January 1974 Storm Damage
Wasco County

Dear Rex,

Would you please get the easements for the four separate locations as indicated in red on the enclosed sketches.

Also enclosed is the Federal Highway Administration's damage report on Mill Creek Road, FAS 309. We have programed the project with FHWA, but we need your force order covering the permanent work so we can have it approved; then you will be able to make the permanent repairs.

Can the following materials be obtained from cuts or borrows from near by areas. If so, would you please make a sketch for each.

✓ Jap Hollow Creek (Lower) Need 35 c.y. riprap Cl. 100
Need 215 c.y. (Emb. in Pl.) for Detour

✓ Jap Hollow Creek (Upper)
Need approx. 40 c.y. Cl. 200 riprap.

Upper Tygh Creek Bridge
Need 400 c.y. (Emb. in Pl.) for Detour.

North Mill Creek Bridge
Need 260 c.y. (Emb. in Pl.) for Detour.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

☑ ENGR. ☑ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

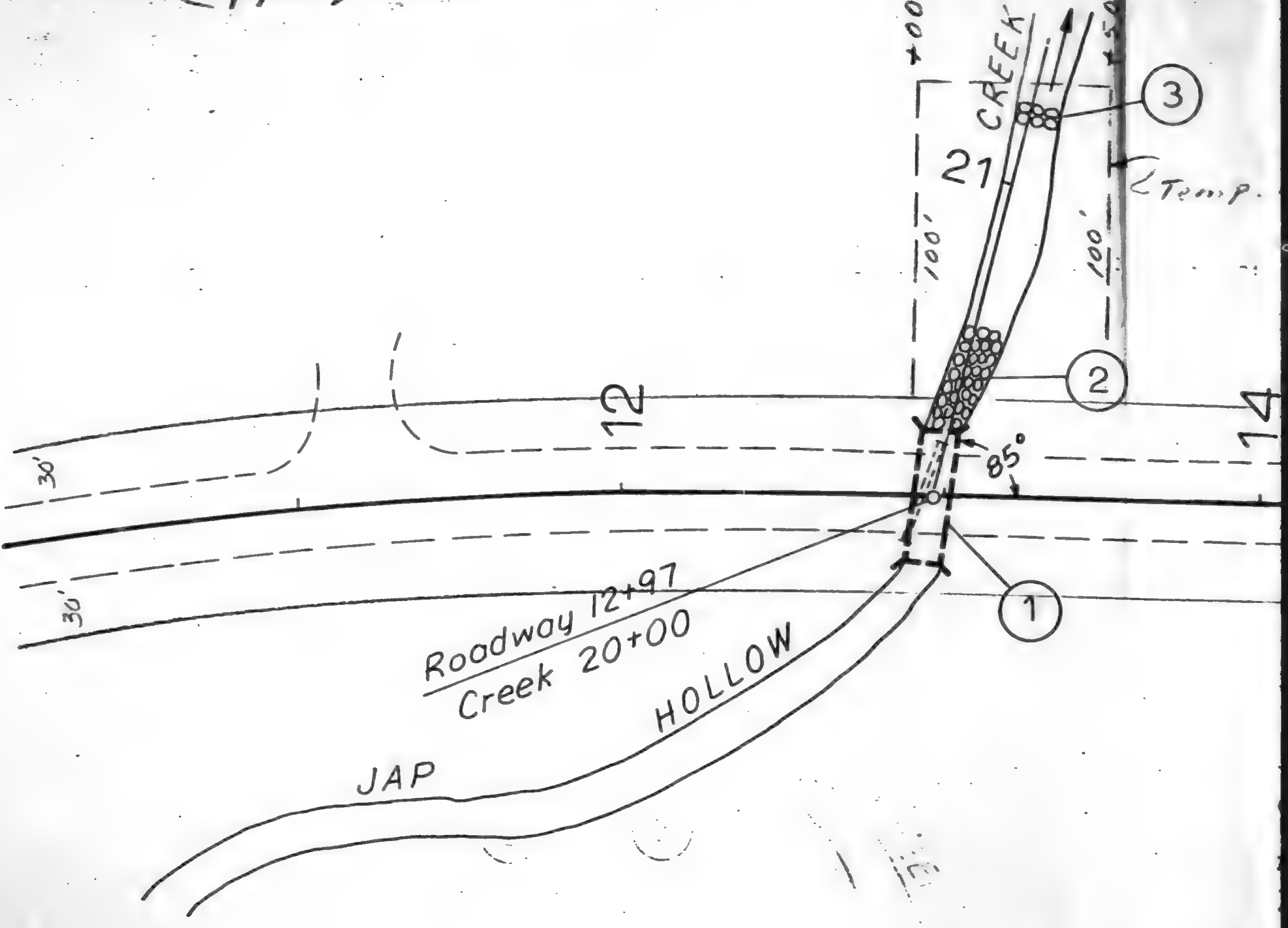
10	OREGON

Jap Hollow Cr.
(Upper) MP 0.7

ement 1,550 LBS.
r Emb. Matl. 52 C.Y.
dtn. Exc. 52 C.Y.
155 C.Y.
s. 9796 & 24635
Height As Required

Riprap Channel Lining
oose Riprap (Class 700) 32 C.Y.
tail, See Sht. 2

Riprap Check Dam
oose Riprap (Class 700) 8 C.Y.
tail, See Sht. 2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Roadway 12+97
Creek 20+00
HOLLOW
JAP

10	OREGON				See Index

Jap Hollow Cr.
(Upper) MP 0.7

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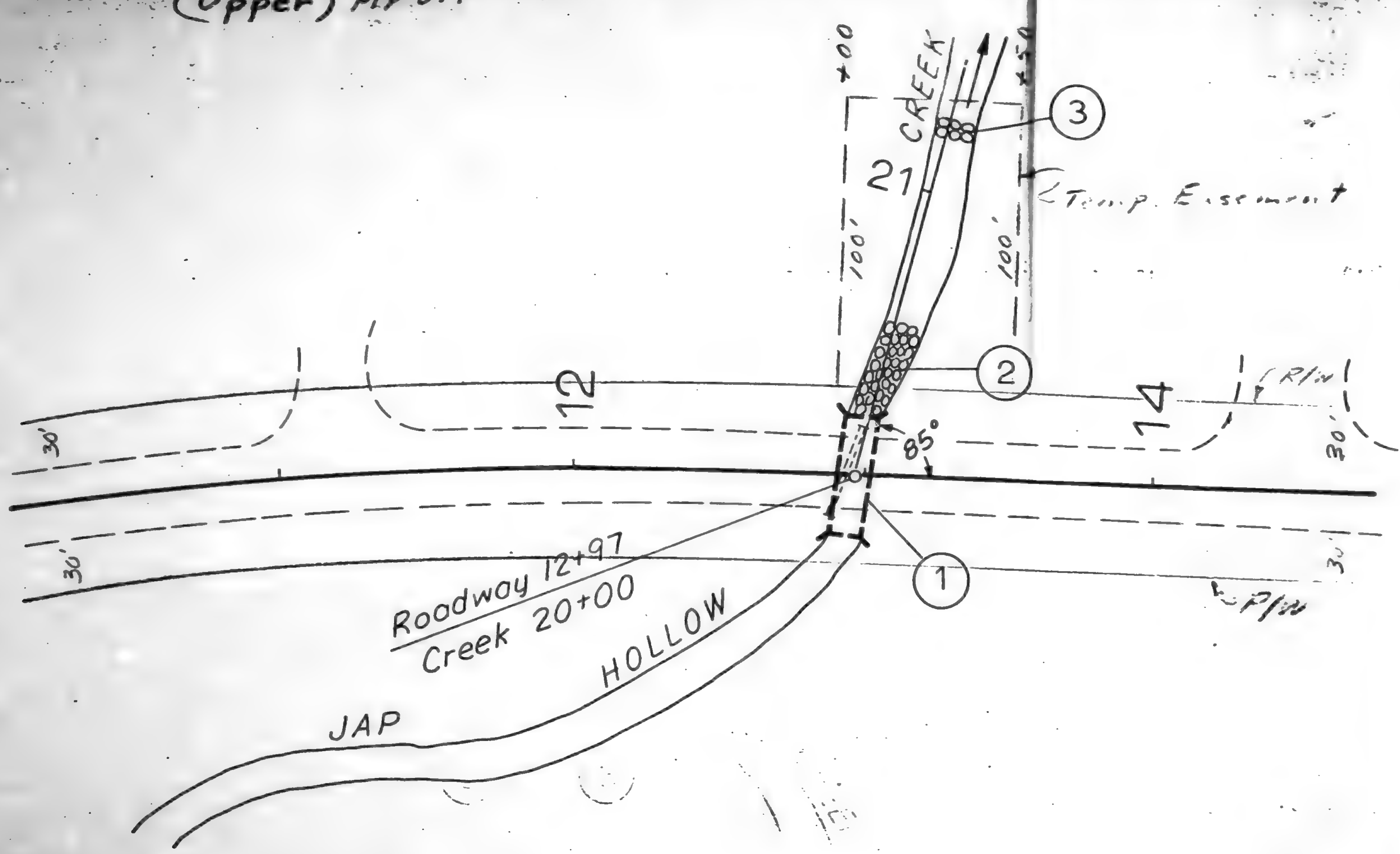
ed

Lining
ss 700) 32 C.Y.

m
ss 700) 8 C.Y.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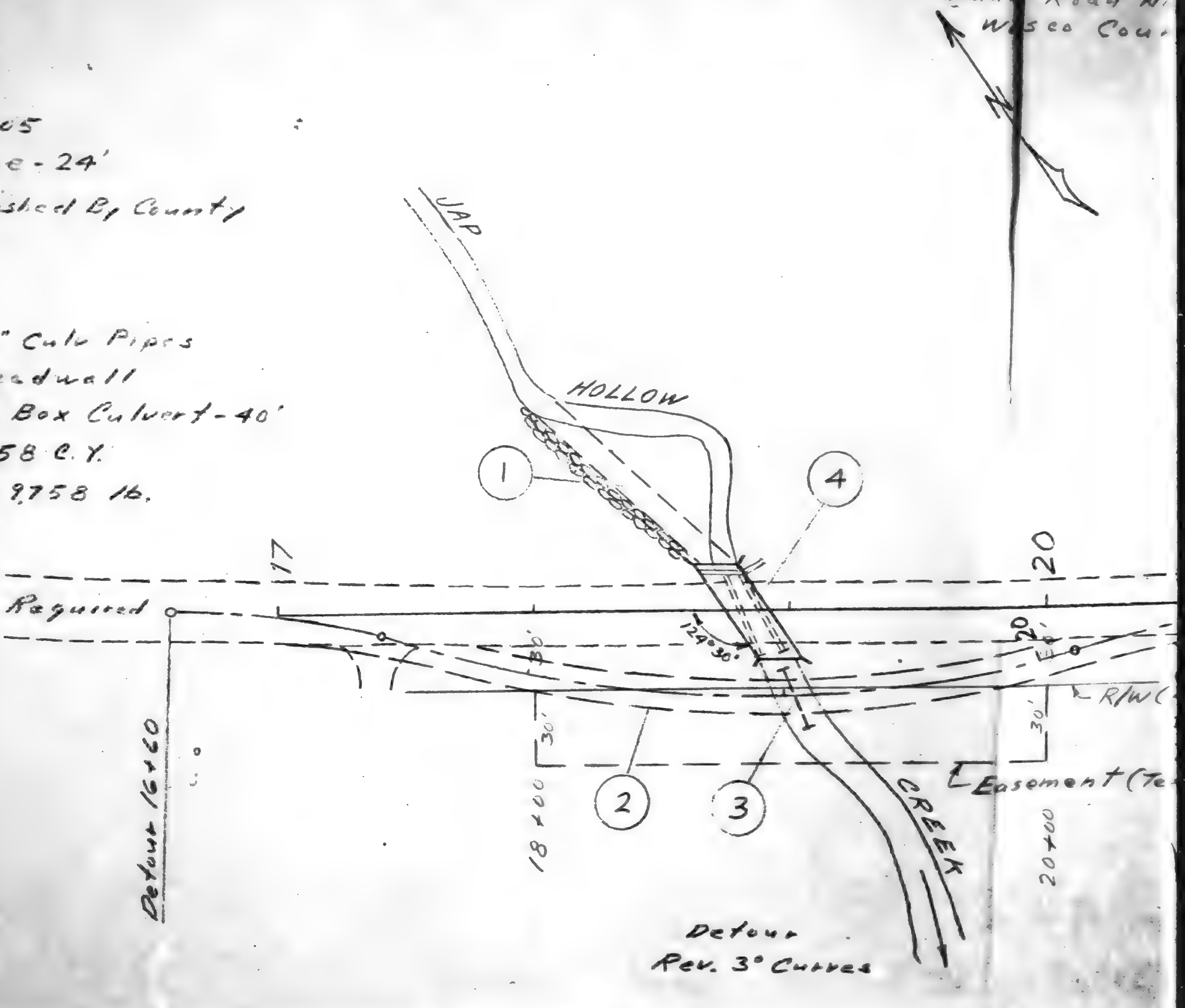
Roadway 12+97
Creek 20+00
HOLLOW
JAP

Jap Hollow Cr R.C.
County Road N
Wasco Cou

② Const Detour
Remove Detour

③ Sta. "Detour" 19+05
Inst. 36" Culv. Pipe - 24'
Pipe To Be Furnished By County

④ Sta. 18+85
Remove 2 Extg. 36" Culv. Pipes
Remove Rock Headwall
Const 14'x4' R.C. Box Culvert - 40'
Class "A" Conc. - 58 C.Y.
Reinforcement - 9758 lb.
Tr. Exc. 95 C.Y.
Drg. No. 21392
Modify Height As Required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Rev. 3° Curves

Jap Hollow Cr. R.C.B.C. (Lower)
County Road No. 129 MP 0.3
Wasco County

our
etour

° 19+05
lv Pipe - 24'
Furnished By County

5
tg. 36" Culv Pipes
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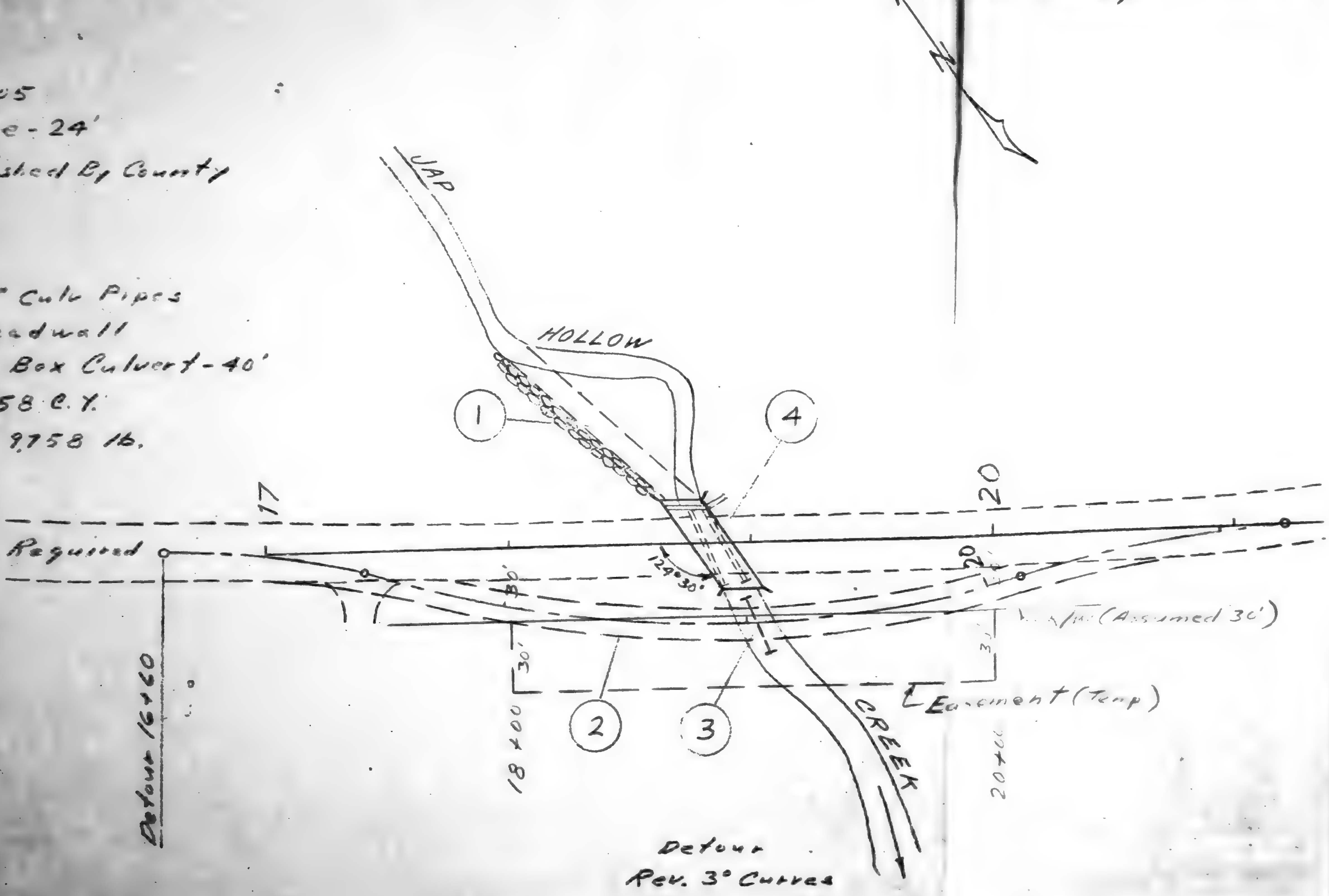

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Easement (Temp)
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Rev. 3° Curves

C.Y.
Riprap (Class 100) 35 C.Y.
e Sht. 2

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19+05
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ned By Others)

-g. 36" Culv. Pipes
· Headwall
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c. 59 C.Y.
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Jap Holl
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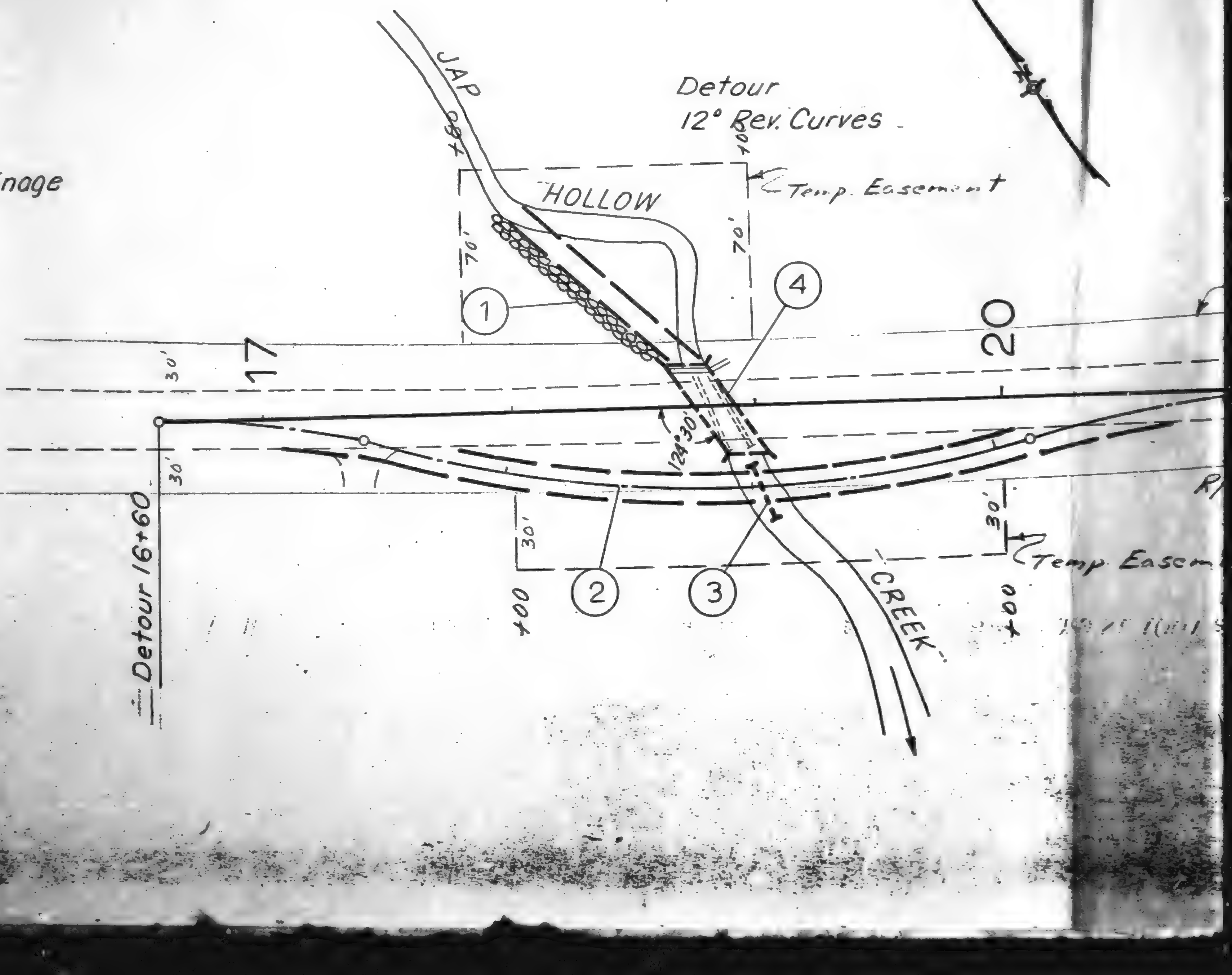
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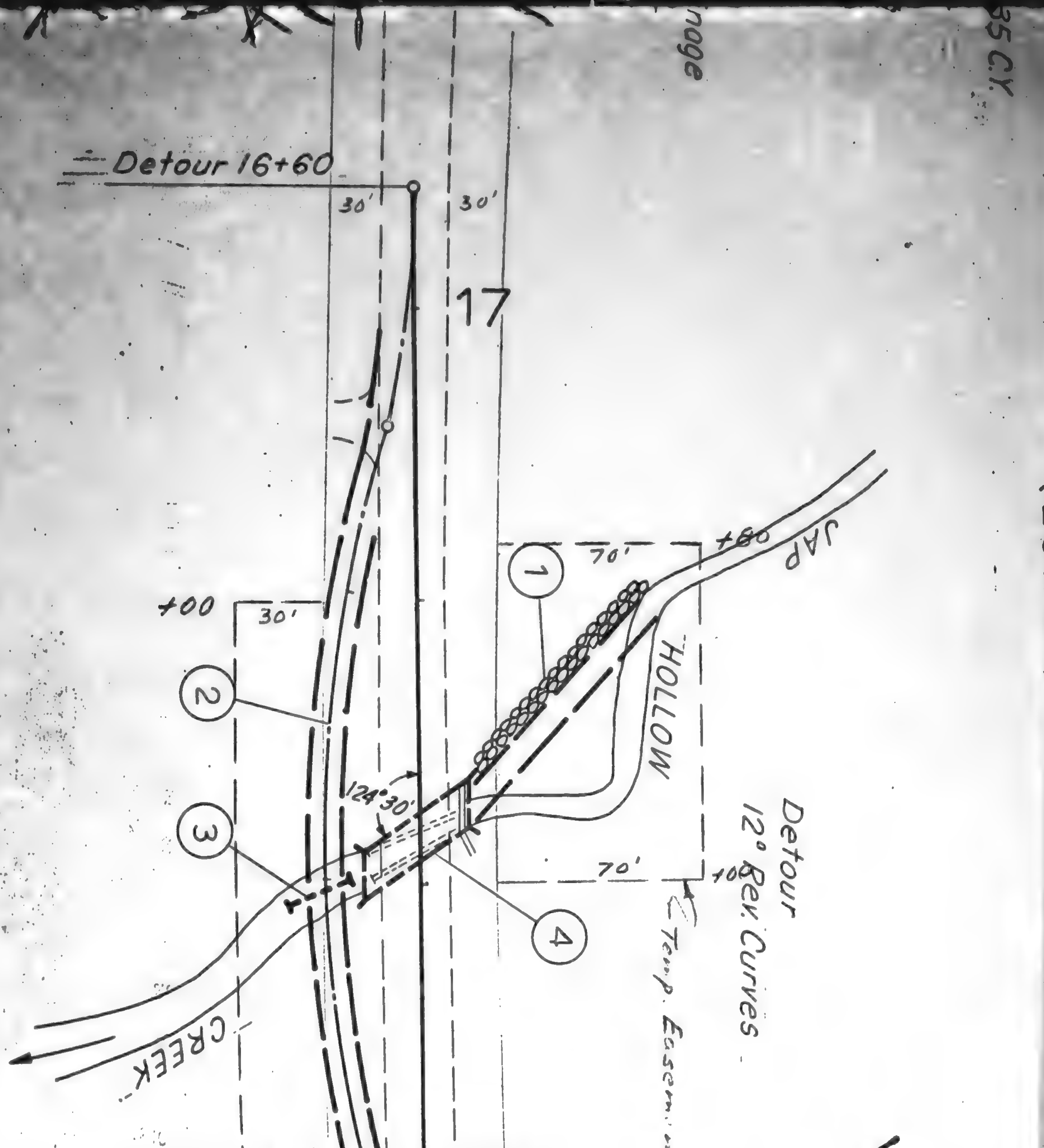
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R/W
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30'
35 C.Y.
nage

Jap Hollow Cr.
(Lower) MP 0.3

8067

March 20, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Wasco County Public Law 606 Projects
January 1974 Storm Damage

The Federal Disaster Assistance Administration, under Public Law 606, has concurred in the emergency caused by the heavy rainstorms in January 1974. These storms did extensive damage to a number of Wasco County roads. The County has applied to the FDAA office for P.L. 606 funds to replace or repair these structures.

These projects are located and briefly described by the attached maps and tabulations. The individual projects have not been approved by the FDAA, but the County has informed us that they will be responsible for preliminary engineering for any project not approved by the FDAA.

These projects are:

Jap Hollow Creek (Jap Hollow Rd.) Culverts
County Road #125

Tygh Creek (Shady Brook Rd.) Bridge
County Road #229

N. Fork Mill Creek (Upper Mill Creek Rd.) Br.
County Road #509

Campbell Creek (Proctor Road) Bridge
County Road #411

Eightmile Creek (Endersby Cut-off Rd.) Br.
County Road #112

Even though telephonic approval was received on March 15 from Chairman Jackson to proceed with preliminary engineering for these projects, this will be an item on the March 27 meeting agenda for your information.

bc: C. W. Mead
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
C. M. Williams
Gary Sund
R. E. Whipps

HR:ljt:dg cm

WASCO COUNTY

P.L. 606, January 1974 Storm Damage

Co. Rd. #112: Eightmile Creek (Endersby Cut-off Road) Bridge. Structure only, $13,500.

The abutments of this structure were weakened by the January, 1974 flood waters.

Construct a reinforced concrete bridge 24 feet in width. No sidewalks. Contractor to construct and maintain a detour.

Co. Rd. #129: Jap Hollow Creek (Jap Hollow Road) Culverts. $37,000.

There are two locations involved in this project. The structure at the upper one was destroyed but the culverts at the lower facility were not of great enough capacity to handle the run-off.

Construct two concrete box culverts with a minimum of a 60 sq. ft. opening. The contractor is to maintain a presently established road which is to be used as a detour.

Co. Rd. #229: Tygh Creek (Shadybrook Road) Bridge, $38,400.

The existing bridge has been greatly damaged by the flood waters of the January, 1974 storm.

Construct a reinforced concrete bridge 18 feet wide. No sidewalks. New structure is to be same location as the existing one. Contractor to construct and maintain detour.

Co. Rd. #411: Campbell Creek (Proctor Road) Bridge, $22,000.

This structure was damaged to the extent that it would be as expensive to repair it as to replace it.

Construct a reinforced concrete bridge 24 feet in width. Contractor to construct and maintain a detour.

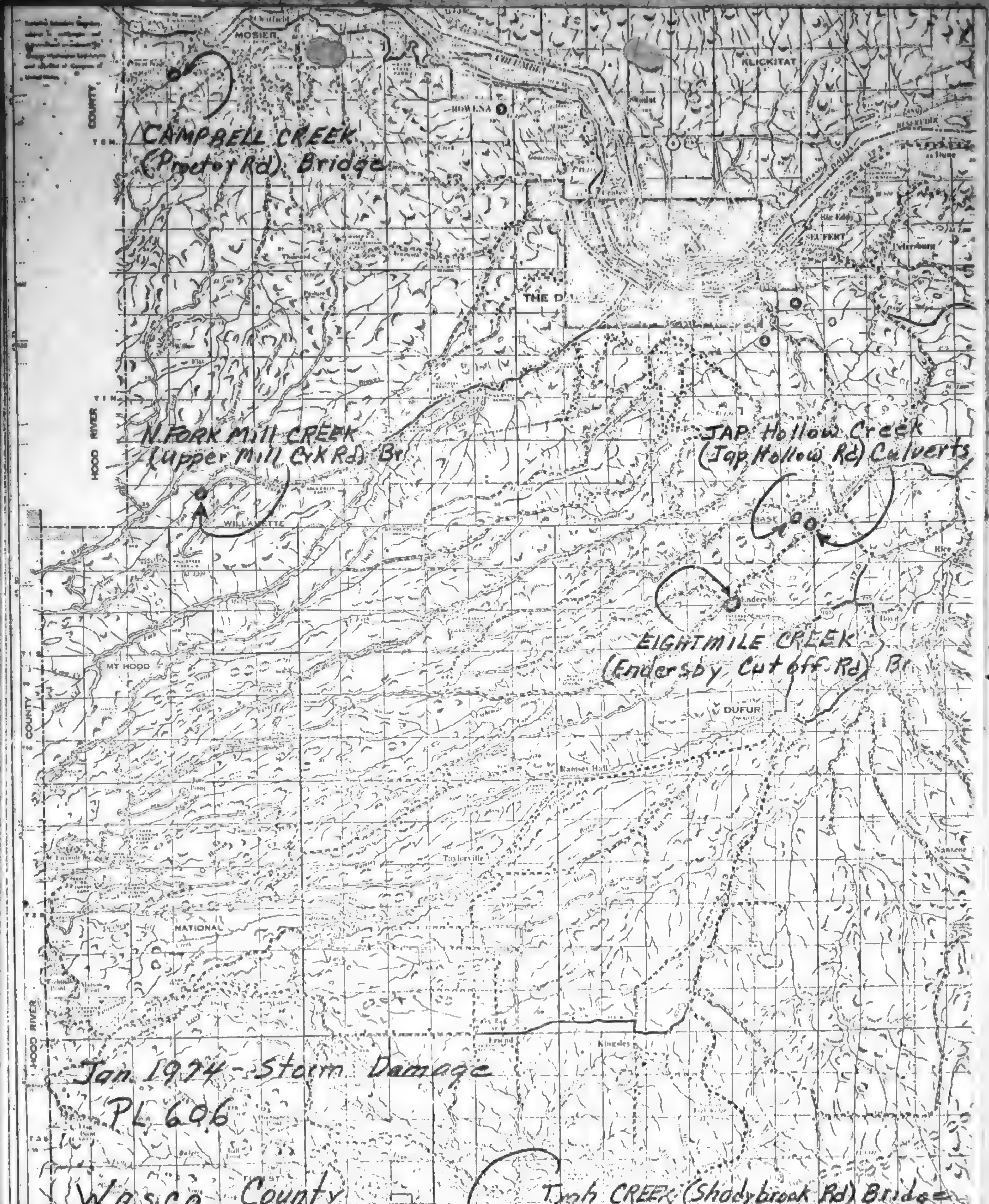
Co. Rd. #509: N. Fork Mill Creek (Upper Mill Creek Road) Bridge. Structure only, $24,800.

Both ends of the bridge were washed out by January flood waters.

Construct a reinforced concrete bridge with an 18-foot roadway. No sidewalks. Contractor to construct and maintain a detour.

NOTE: State to make survey and plans, award contract, and supervise construction.

74-a
P.L. 606
3/18/74


MOSIER
KLICKITAT
ROWENA
COLUMBIA
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WILLAMETTE
BASE
Endersby
Boyd
Rice
MT HOOD
DUFUR
Ramsey Hall
Taylorville
Nansene
NATIONAL
Kingsley
CAMPBELL CREEK
(Proctor Rd) Bridge
N. FORK MILL CREEK
(Upper Mill Crk Rd) Br
JAP Hollow Creek
(Jap Hollow Rd) Culverts
EIGHTMILE CREEK
(Endersby Cut off Rd) Br
Tygh CREEK (Shadybrook Rd) Bridge

Jan. 1974 - Storm Damage
PL 606

Wasco County

Mar 26
'74

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Wasco County ER Projects**
January 1974 Storm Damage

The attached tabulations and maps describe and locate a number of bridges in Wasco County that were destroyed or damaged by storms in January of this year. The County has requested financial assistance from the Federal Highway Administration with ER (Emergency Relief) funds. The State is to contract these projects in behalf of the County.

As yet, the FHWA has not concurred in the emergency, but the County has stated that they would be responsible for the preliminary engineering costs not approved by FHWA.

Even though telephonic approval was received on March 15 from Chairman Jackson to proceed with preliminary engineering for these projects, this will be an item on the March 27 meeting agenda for your information.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
C. M. Williams
Gary Sund
R. E. Whipps

HR:ljt:dg dpy

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 11, 1974

~~FROM:~~ TO: Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

~~TO:~~

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Harold Reynoldson

Approved by GLJ
3-15-74
JSK

SUBJECT: PROPOSED COUNTY OEP PROJECTS

OEP, P.L. 606 January, 1974 Storm Damage

Jap Hollow Creek (Jap Hollow Rd.) Culverts
County Road #129

Tygh Creek (Shady Brook Rd.) Bridge
County Road #229

N. Fork Mill Creek (Upper Mill Creek Rd.) Br.
County Road #509

Campbell Creek (Proctor Road) Bridge
County Road #411

Eightmile Creek (Endersby Cut-off Rd.) Br.
County Road #112

Wasco County

35,700

These projects are all for bridge replacement or repairs and require vicinity maps be made.

Wasco County is requesting that we seek telephonic approval from the Transportation Commission so that preliminary engineering can begin as soon as possible. We will seek formal approval at a regular Commission meeting.

The OEP office has concurred in the overall State emergency as declared by the Governor, but each of the individual projects has not been approved as yet. The local oep office feels that there should be no problem when they do receive these requests.

If acceptable would you please request telephonic approval for these projects.

HR:ljt

cc: L. W. Rulien

(Bid Item)

3-12-74

Larry

Who pays for engineering expense? If ~~E~~ at state and to be reimbursed by E.R. then who pays if E.R. is not approved by Sec? Suggest Co. should be on dotted line to cover this instance. Ed H.

3-14-74
Ed - this is covered in their application. Reynoldson will check them so there will be no misunderstanding
Larry

RECEIVED
11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mar 26

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

March 14, 1974

NOTED
E. S. HUNTER

RECEIVED
COUNTY & CITY SECTION
MAR 18 1974
[illegible]

Mr. H. S. Cox
County & City Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

This letter will be your notice that in the event any or all of Wasco County's project applications in regard to 606 or ER funding are denied by the FDAA, Wasco County will reimburse the State for all engineering costs incurred by the State.

Sincerely yours,

O. W. KORTGE
County Judge

OWK1pp

cc. ES Hunter ✓
L.W. Rulien

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

✓

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COGR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ DE ☐ RPE ☐

PL-606

COUNTY ROAD ~~[illegible]~~ PROJECT REQUEST

Name of County Wasco FAS No. ____ Date 3/1/74
County Road Name Jap Hollow Road No. 139
Section Name M.P. 0.3
Type of Project Box Culvert
Location of Project (Attach sketch map) ____
ADT 71 Design Speed 25

Is this request for county bridge design only? Yes x No ____
county FAS bridge design? Yes ____ No x
Will County hire consultant for this project? Yes ____ No x
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

County to expand

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population__________ Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No__________

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Jap Hollow Creek
2. Name of bridge____________________
3. Dimensions of existing bridge. Length culverts Roadway Width______
4. Type of design and material used in existing bridge. Two culverts
5. Location (please attach map with location marked):____________________
Section 1 Township 1 South, Range 13 East, W.M.
6. Desired width of proposed bridge approx. 60 / sq. ft. of opening Approx. length______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. **Are sidewalks desired?** Yes______ No__x__
Upstream__________ **Downstream**__________ **Width**__________

8. **Does County wish a particular type of bridge design?** Yes__x__ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__Double 8x4 box culverts__

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. **Will County furnish any materials for bridge?** Yes______ No__x__
Explain____________________

10. **Foundation Testing:** By County? Yes______ No__x__
By State? Yes__x__ No______

11. Will County close road during construction? Yes__x__ No______

12. Can presently established road be used as detour? Yes__x__ No______

13. Must a new detour be constructed? Yes______ No__x__

14. Will detour be constructed & maintained by County? Yes______ No__x__

15. Will detour be constructed & maintained by Contractor? Yes______ No__x__

16. Will County sign project outside work area during construction?
Yes______ No__x__

17. Will Contractor sign project outside work area during construction?
Yes__x__ No______

18. Approaches or Connections by County Yes______ No__x__
by Contractor Yes__x__ No______
Traveled surface: Type__Bit__ Width__24'__
Shoulder surface: Type__Gravel__ Width__3'__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No__x__

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure__________
S.E. quadrant distance from structure__________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_x___
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No__x___
Use for detour? Yes_____ No__x___
Removed by County? Yes_____ No__x___
Removed by Contractor? Yes__x___ No______
Salvaged by Contractor for County? Yes__x___ No______

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If ripsap or rock blanket required, to be:

By County? Yes_____ No_x___
By Contractor? Yes__x__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__x_____ Size___________
Company____
b. Sanitary sewer mains: Yes________ No__x_____ Size___________
Company____
c. Storm sewer: Yes________ No__x_____ Size___________
Company____
d. Gas mains: Yes________ No__x_____ Size___________
Company____
e. Power lines: Yes________ No__x_____ Size___________
Company____
f. Telephone lines: Yes________ No__x_____ Size___________
Company____
g. Other Utilities:______________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes__x_____ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No____x___

26. Does County wish complete job of illumination in project?
Yes________ No____x___

27. Is project contingent upon other factors? Yes_______ No___x____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes __X__ No ______
   By Consultant? Yes ______ No __X__
   By County? Yes ______ No __X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __X__ No ______

3. Construction plans and specifications to be prepared:
   By State? Yes __X__ No ______
   By Consultant? Yes ______ No __X__
   By County? Yes ______ No __X__

4. Does County desire center line to be permanently monumented as part of project? Yes ______ No __X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _60'_ Minimum _60'_

2. Is any additional right-of-way needed? Yes____ No_x__

3. Should State prepare options? Yes____ No_x__

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___No_X_

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No_x__

6. Should material source site be included in right-of-way descriptions? Yes____ No_x__

7. Is there any merchantable timber on right-of-way? Yes____ No_x__

8. Will timber be reserved for owner? Yes____ No_x__
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No_x__

10. Is a hearing necessary? Yes____ No_x__
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_x_ No____
    If yes, give type and name of utility company:
    Pacific Northwest Bell

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_x_ No____
    If yes, give type and name of utility company:
    Pacific Northwest Bell

13. Are utilities on existing right-of-way by permit _x__ or
    by franchise____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No_x__
    If yes, give name of irrigation company or district________
    and dates between which water can be turned off: From________
    To________

15. Are there any railroad crossings? Yes____ No_x__

16. Name of Railroad________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight_____________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_x___
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________________ Quarry________________ Cinders ________________

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: ____________ Section______ Township__________ Range_______ W.M.

4. If County lease, what are royalty payments?________________________________

5. Materials furnished by County: Borrow______ Select Topping ______
Base Course______ Level Course______ Mineral Agregates______
Location____
Miscellaneous Items__________________________________

Remarks re Section V____
____

VI. FINANCIAL DATA

1. Estimated Cost: $________________

2. Available FAS Funds $________________

3. Does County wish advancement of future Federal funds? Yes_____ No_____
Amount________________

4. Date match money is available________________________

5. Will there be any 100% County money? Yes______ No______

6. Maximum amount of 100% County money available: $________________

7. Date County requests letting:____________________

Remarks re Section VI____
____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:________________________________
____
____
____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By________________
County Judge XXXXXXXXXXXXXX

By________________
County Commissioner

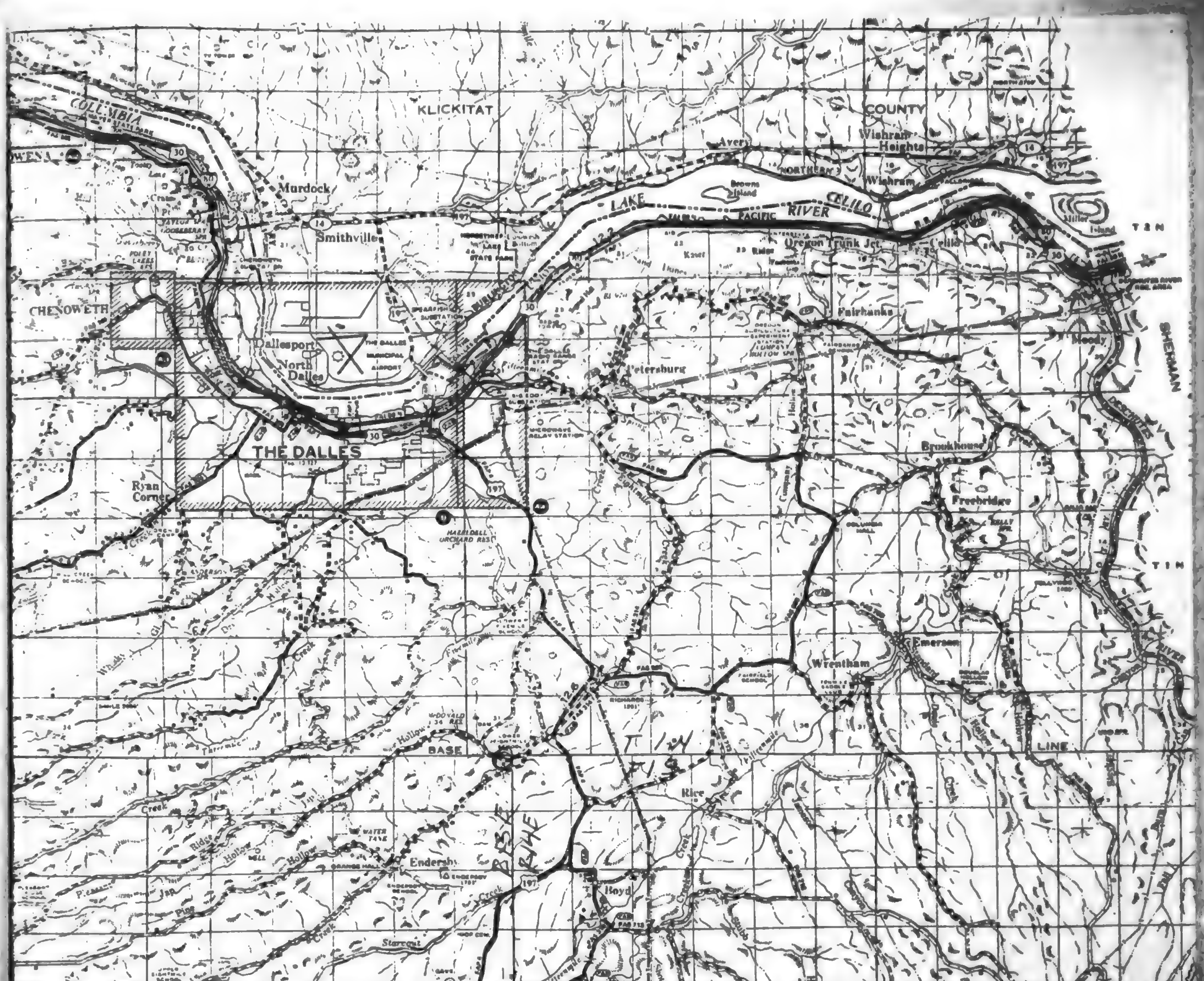
By Grant C. L. Cypher
County Commissioner

By________________
County Engineer or Roadmaster

County Wasco
Date 3/6/74

____
O.S.H.D. Field Engineer

Date 3-11-74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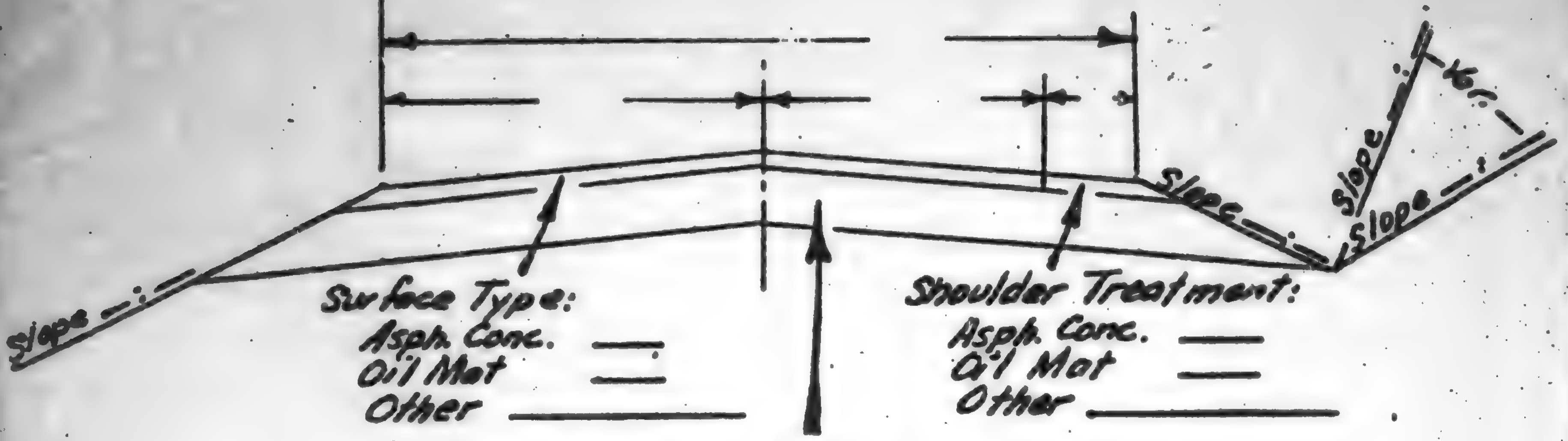
COUNTY
COLUMBIA
Murdock
Smithville
Wishram Heights
Wishram
Avery
Browns Island
LAKE
CELILO
RIVER
Miller Island
T2N
Celilo
Oregon Trunk Jct.
Fairbanks
Moody
SHERMAN
CHENOWETH
Dallesport
North Dalles
THE DALLES MUNICIPAL AIRPORT
THE DALLES
Ryan Corner
Petersburg
Brookhouse
Freebridge
HAZELDELL ORCHARD RES.
T1N
Emerson
Wrentham
LINE
BASE
T1N
T1S
Rice
R13E
R14E
Endersby
Boyd
Creek
197
DUFUR
Ramsey Hall
Sunnene
Friend
Kingsley
30
14
RIVER

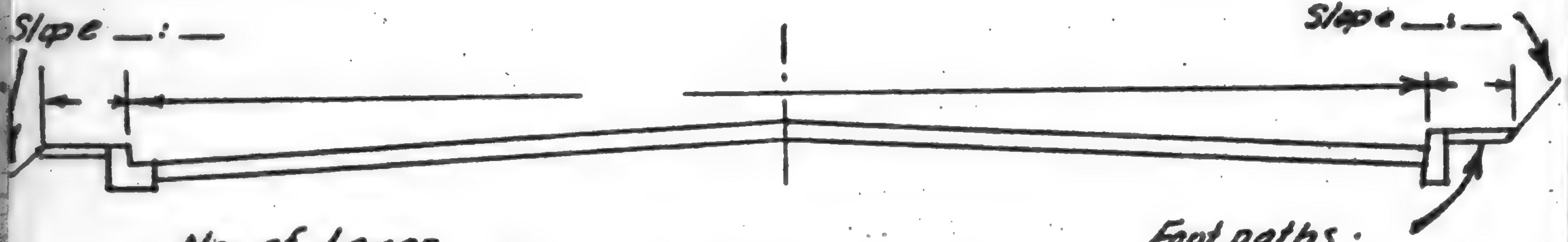
TYPICAL SECTION


Slope _:_
Slope
Slope
Slope
Vr.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope _:_
Slope _:_

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

RECEIVED
COUNTY & CITY SECTION
MAR 8 1974
☐ ENGR. ☐ CORR. ☐ ☐ ☐
☐ ☐ ☐ ☐ ☐

PL-606

COUNTY ROAD ~~[illegible]~~ PROJECT REQUEST

Name of County Wasco FAS No. ______ Date 3/1/74
County Road Name Jap Hollow Road No. 129
Section Name M.P. (0.7)
Type of Project Box culvert
Location of Project (Attach sketch map) ______
ADT 71 Design Speed 25

Is this request for county bridge design only? Yes x No ______
county FAS bridge design? Yes ______ No ______
Will County hire consultant for this project? Yes ______ No ______
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Contract

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______ Total Travel Width ______
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population__________ Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No__________

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired______________________________
____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____
____
____

Remarks re Section I:____
____
____
____
____

II. BRIDGE PROJECT DATA

1. Name of river or stream Jap Hollow Creek

2. Name of bridge Quint, M.P. 0.7

3. Dimensions of existing bridge. Length 12' Roadway Width 20.5'

4. Type of design and material used in existing bridge. Timber stringer
____
____

5. Location (please attach map with location marked):____________________
Section 31 Township 1 North, Range 14 East, W.M.

6. Desired width of proposed ~~XXXXXX~~ Box culvert approx. 60/ sq. ft. opening Approx. length__________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No__x__
Upstream_________ Downstream__________ Width_________

8. Does County wish a particular type of bridge design? Yes__x__ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Box culvert with approximately 60 square foot opening
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No__x__
Explain____

10. Foundation Testing: By County? Yes_____ No__x__
By State? Yes__x__ No_____

11. Will County close road during construction? Yes__x__ No_____

12. Can presently established road be used as detour? Yes__x__ No_____

13. Must a new detour be constructed? Yes_____ No__x__

14. Will detour be constructed & maintained by County? Yes__x__ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No__x__

16. Will County sign project outside work area during construction?
Yes_____ No__x__

17. Will Contractor sign project outside work area during construction?
Yes__x__ No_____

18. Approaches or Connections by County Yes_____ No__x__
by Contractor Yes__x__ No_____
Traveled surface: Type Bit Width 24'
Shoulder surface: Type Gravel Width 6'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__x__ No_____

N.W. quadrant distance from structure_____________
N.E. quadrant distance from structure_____________
S.W. quadrant distance from structure 125
S.E. quadrant distance from structure_____________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No__X__
Salvaged by Contractor for County? Yes_____ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X____ Size__________
Company____
b. Sanitary sewer mains: Yes________ No__X____ Size__________
Company____
c. Storm sewer: Yes________ No__X____ Size__________
Company____
d. Gas mains: Yes________ No__X____ Size__________
Company____
e. Power lines: Yes________ No__X____ Size__________
Company____
f. Telephone lines: Yes________ No__X____ Size__________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X____

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X____

26. Does County wish complete job of illumination in project?
Yes________ No__X____

27. Is project contingent upon other factors? Yes_______ No__X____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No____
   By Consultant? Yes____ No__X__
   By County? Yes____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No____
   By Consultant? Yes____ No__X__
   By County? Yes____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes____ No x

3. Should State prepare options? Yes____ No x

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No___

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No x

6. Should material source site be included in right-of-way descriptions? Yes____ No x

7. Is there any merchantable timber on right-of-way? Yes____ No x

8. Will timber be reserved for owner? Yes____ No x
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No x

10. Is a hearing necessary? Yes____ No x
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No x
    If yes, give type and name of utility company:________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes____ No x
    If yes, give type and name of utility company:________________

13. Are utilities on existing right-of-way by permit ____ or by franchise____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No x
    If yes, give name of irrigation company or district________________
    and dates between which water can be turned off: From__________
    To__________

15. Are there any railroad crossings? Yes____ No____

16. Name of Railroad________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight_______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ ______

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes ____ No ____
Amount ______

4. Date match money is available ______

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: ______

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By O.W. Ho______
County JudgeXxxXxxxxXxxxxxxx

By Ralph M. Stevens
County Commissioner

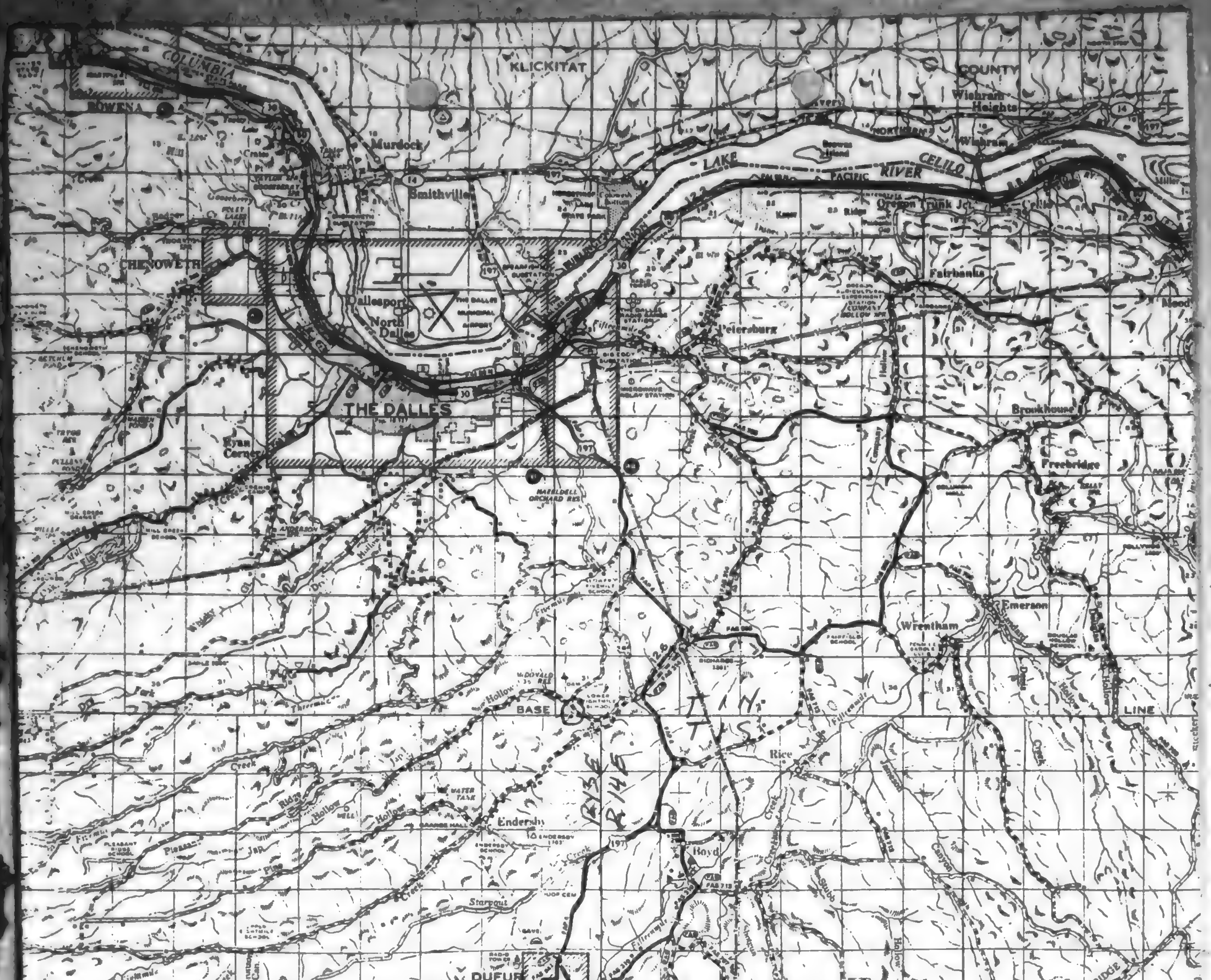
By Grant G. S. Cypher
County Commissioner

By ______
County Engineer or Roadmaster

______
O.S.H.D. Field Engineer

Date 3-11-74

County Wasco
Date March 6, 1974



KLICKITAT
COUNTY
COLUMBIA
LAKE
CELILO
RIVER
ROWENA
Murdock
Smithville
Wishram Heights
Wishram
Celilo
Oregon Trunk Jct.
CHENOWETH
Dallesport
North Dalles
THE DALLES
Ryan Corner
Petersburg
Fairbanks
Brookhouse
Freebridge
Emerson
Wrentham
LINE
BASE
Richards
Rice
Endersby
Boyd
Starport
DUFUR
Ramsey Hall
Taylorville
Nansene
Friend
Kingsley
Summit
Oakbrook
Sinamox
SUMMIT RIDGE
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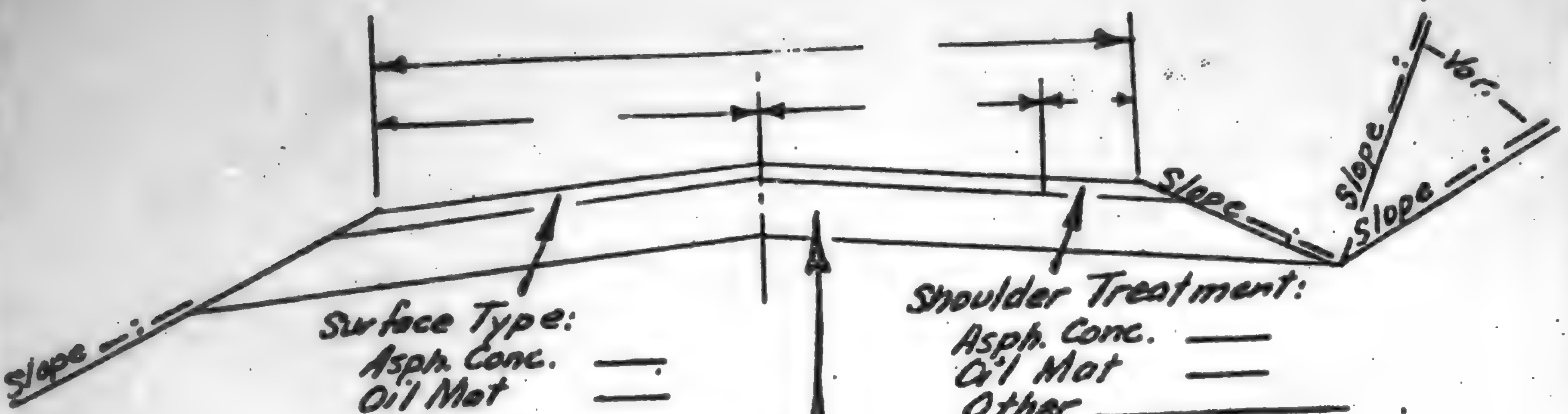
15.8
197
30
14

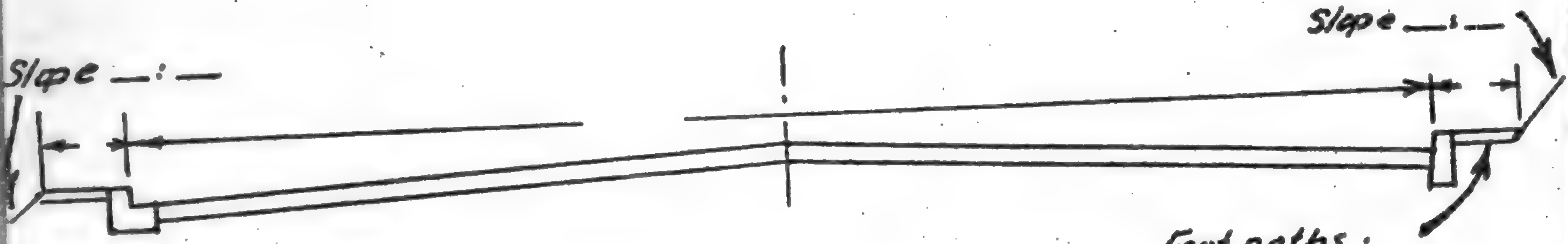
TYPICAL SECTION


Slope —:—
Slope —:—
Slope —:—
Var.
Slope —:—

Surface Type:
Asph. Conc. ____
Oil Mat ____
Other ____

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ____

Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____


Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____

Form 2-30 (Rev. 9-71) PL 606

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Jap Hollow Road (Site #2) Date February 20, 1974

Highway County Road No. 129 Authorization No. 2

County Wasco Survey Prefix 533-8101 (A[illegible] m office)

Description of termini, route, length, etc.: Jap Hollow Creek Box Culverts, located approximately 1½ miles & 2 miles West of the Jct. at M. P. 7.17- The Dalles- California Highway.

Two RCBC's- Approximate lengths of 10' & 12'.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared to construct one RCBC in place of a damaged structure & one RCBC in place of 2- 36" CMP's that can't handle the flood waters. 24 feet width for both structures.

Estimate of cost:

	Loc Studies	(918)	500
Estimate of cost:	Field Survey	(901)	= ~~$2,338.00~~ 5000
	Plans	(905)	1,000
	~~Bridge~~	~~(906)~~	
	Soils	(910)	100
	Spec's	(921)	300

PL 606

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 6,900
Previous authorization . . . .
Additional authorization requested . . . . . .
Additional authorization approved (Salem) . .
Total all authorizations approved (Salem) . .

Requests made by:
Norman L. Oliva
Norman L. Oliva Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR.
FED. AID .... STATE .... PL 606

Site # 2, Jap Hollow Road 2 1/2 Miles N.E. of Endersby
Jap Hollow Creek

First Structure (Upstream)

Existing: Timber stringer; length 12 ft., 1 span, rdwy width, 20.5 ft.

Damage:
Heavy erosion of Lt. abutment.
Rt. abutment destroyed.
Wingwalls destroyed.
Heavy erosion in stream channel.

Proposed Repair: Replace with a 10 ft x 6 ft Reinforced Concrete Box Culvert

---

Site # 2, Jap Hollow Road 2 1/2 miles N. E. Endersby
Jap Hollow Creek

Downstream Structure

Existing: 2 - 36" C.M.P's

Damage: Highway flooded due to insufficient carrying capacity of culverts.

Proposed Repair: Replace C.M.P.'s with one Reinforced Concrete Double Barrel Box Culvert with the same carrying capacity as the proposed 10x6 Box Culvert upstream.

[illegible] ② [illegible]

Form OEP 241
May 1973

Form Approved
OMB No. 116-R0262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT Wilkes Co.	ITEM NO.	DATE OF INSPECTION 2/6/74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Rd	b. SURFACING BST	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	27 FT.
SHOULDERS	6 FT.	6 FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ SAME AS ROAD	ADT AT BRIDGE ★ 71 (1972)	

II BRIDGE

a. TYPE OF BRIDGE Wood Stringer	b. AGE OF BRIDGE ★ 20 years ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 30 yrs ±

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE): DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					
DECK					
SIDEWALKS			✓		
LEFT ABUTMENT		✓			
RIGHT ABUTMENT					N/A
PIERS		✓			
WINGWALLS					N/A
SLOPE PROTECTION			✓		
STREAM CHANNEL					

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	20'-6" FT.	FT.
BRIDGE LENGTH	12'-0" FT.	FT.
NO. OF SPANS OR CELLS	1	
SIDEWALKS	☑ NONE ☐ ONE SIDE ☐ TWO SIDES	☐ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	TONS	TONS
WATERWAY OPENING	12' wide x 6' depth	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ~~ARE~~ (ARE NOT) REPAIRABLE.

This bridge is damaged beyond repair and will be replaced with a structure of comparible waterway. Due to limited head room and narrow channel ~~[illegible]~~ a box culvert is recommended at this location.

PREPARED BY David E. Carter	FEDERAL AGENCY FHWA	DATE 2/8/74

INSTRUCTIONS ON REVERSE SIDE

Sheet 1 of 8 Sheets

RECEIVED
COUNTY [illegible]TY SECTION
MAR 18 1974
ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

Form Approved
OMB No. 116-R0254

[illegible] EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County	2. DISASTER DECLARATION DATE 1/25/74
3. STATE Oregon / 4. COUNTY Wasco	5. INSPECTION DATE 2/6/74

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2
c. ITEM NO. 9

7. MAP OR PHOTO REFERENCE NO. 9-1,2,3,4&5

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Jap Hollow County Road No. 129

10. PERCENTAGE OF WORK COMPLETED TO DATE
2

11. DESCRIPTION OF DAMAGE MP 0.05, riprap lost at bridge and stream channel partially plugged with debris; MP 0.3, water ran over road, twin 36" culverts too small to handle flow; MP 0.7, bridge washed out, damaged beyond repair; MP 7.3, mud slide; MP 4.9, fill slope erosion.

12. PROPOSED WORK Replace slope protection lost and clean channel at MP 0.05; replace drainage structure at MP 0.3, with drainage structure of adequate size; MP 0.7, replace washed out bridge with concrete box culvert of equal capacity; MP 2.3, clean mud from road; MP 4.9, protect fill slope using slope protection material.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
C-1	Lump Sum			$ 90.00
C-2				
	Lump Sum	Preliminary engineering	All reqd.	3,000.00
MP 0.05	" "	See attachments	" "	2,448.00
MP 0.3	" "	See attachments	" "	12,285.00
MP 0.7	" "	See attachments	" "	12,694.00
MP 2.3	" "	Equipment and labor	" "	172.00
MP 4.9	150	Slope protection material	$ 4.00	600.00
		Plus 20% engineering and contingencies		5,640.00
		TOTAL ESTIMATED COST		$36,929.00

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT ____________

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) David B. Carter, FHWA	d. DATE 2/6/74

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) Norman L. Oliva Norman L. Oliva	d. AGENCY OR OFFICE Oregon State Highway Div.	e. DATE 2/6/74
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature) Rex Kniesteadt		d. DATE 2/6/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

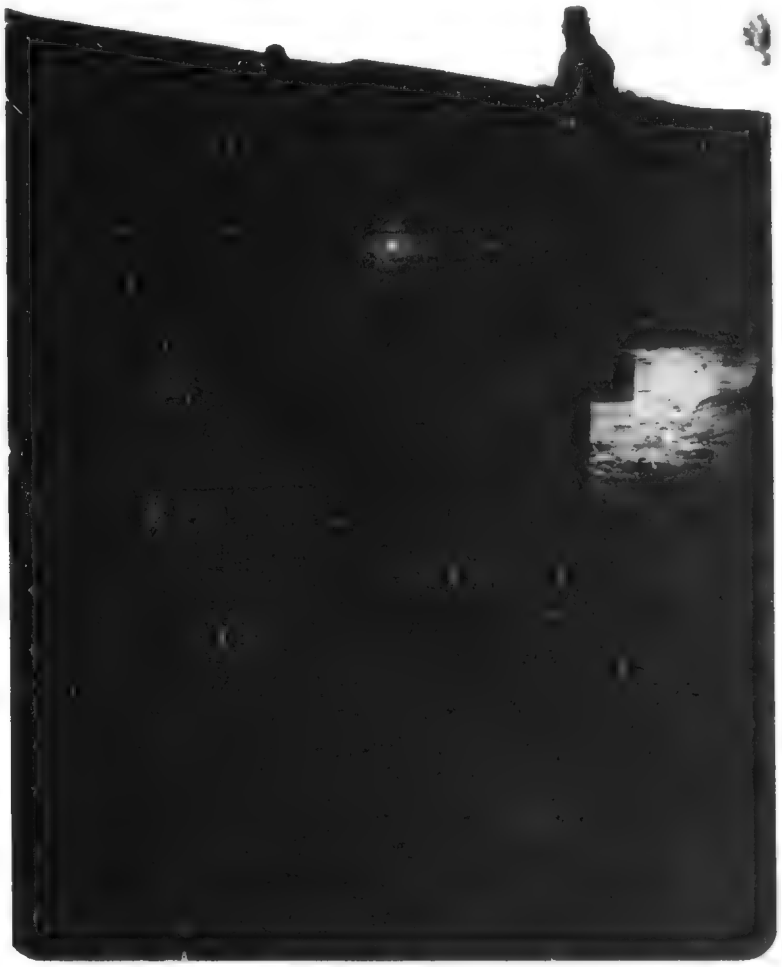


Photo 9-1 - Wash at the downstream right corner of Bridge No. 1 (MP 0.05)

Photo 9-2 - Wash at the left upstream abutment at Bridge No. 1

Photo 9-3 - Wash at this culvert installation. Bridge No. 2 is located above this installation. The bridge abutments washed out; however, the waterway opening was adequate. The culvert installation is totally inadequate for the flow. (MP 0.3)

Photo 9-4 - Bridge No. 2. The abutments were washed out at the site. The structure will be replaced. (MP 0.7)

Photo 9-5 - The stream eroded into the fill slope at this location (MP 4.9)

Form OEP 241
May 1973

JAP HOLLOW, MP 0.05

Form Approved
OMB No. 116-RO262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY
(Supplement to Damage Survey Report)

APPLICANT	ITEM NO.	DATE OF INSPECTION
WASCO COUNTY	9	2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION: County Road

b. SURFACING: BST

c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	24 FT.
SHOULDERS	6 FT.	6 FT.

d. SAFE SPEED LIMIT AT BRIDGE ★: Same as road

ADT AT BRIDGE ★: 71 (1972)

II BRIDGE

a. TYPE OF BRIDGE: Timber stringer

b. AGE OF BRIDGE ★:

c. REMAINING SERVICE LIFE PRIOR TO DISASTER:

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE)			
		DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)	Timber				x
DECK					x
SIDEWALKS					NA
LEFT ABUTMENT					x
RIGHT ABUTMENT				X	
PIERS					x
WINGWALLS					NA
SLOPE PROTECTION			X		
STREAM CHANNEL			X		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	21'6" FT.			FT.		
BRIDGE LENGTH	42 FT.			FT.		
NO. OF SPANS OR CELLS	2 spans					
SIDEWALKS	☐ NONE	☐ ONE SIDE	☐ TWO SIDES	☐ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	TONS			TONS		
WATERWAY OPENING						
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Considerable erosion on northwest and southeast corners of bridge. Silt has been deposited in stream at bridge which reduces waterway opening.

Repair:
1. Restore waterway opening
2. Riprap eroded areas

PREPARED BY	FEDERAL AGENCY	DATE
David B. Carter David B. Carter	FHWA	2-6-74

INSTRUCTIONS ON REVERSE SIDE

Form OEP 241
May 1973.

JAP HOLLOW, MP 0.3

Form Approved
OMB No. 116-RO262

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT WASCO COUNTY	ITEM NO. 9	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING BST	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	24 FT.
SHOULDERS	6 FT.	6 FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ Same as road	ADT AT BRIDGE ★ 71 (1972)	

II BRIDGE

a. TYPE OF BRIDGE	b. AGE OF BRIDGE ★	c. REMAINING SERVICE LIFE PRIOR TO DISASTER

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE)			
		DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					
DECK					
SIDEWALKS					
LEFT ABUTMENT					
RIGHT ABUTMENT					
PIERS					
WINGWALLS					
SLOPE PROTECTION					
STREAM CHANNEL					

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	FT.			FT.		
BRIDGE LENGTH	FT.			FT.		
NO. OF SPANS OR CELLS						
SIDEWALKS	☐ NONE	☐ ONE SIDE	☐ TWO SIDES	☐ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	TONS			TONS		
WATERWAY OPENING						
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

At this location the twin 36-inch culverts are totally inadequate to handle the flow. The bridge at MP 0.7 appeared to have sufficient waterway opening and so a crossing at this site should have a similar opening. Due to the limited headroom at this site a box culvert or a small structure is recommended at this site. The estimate was prepared on the basis of a concrete box culvert.

MP 0.3

PREPARED BY David B. Carter	FEDERAL AGENCY FHWA	DATE 2-6-74

Form OEP 241
May 1973

JAP HOLLOW, MP 0.7

Form Approved
OMB No. 116-RO262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT WASCO COUNTY	ITEM NO. 9	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING BST	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	24 FT.
SHOULDERS	6 FT.	6 FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ Same as road	ADT AT BRIDGE ★ 71 (1972)	

II BRIDGE

a. TYPE OF BRIDGE Wood stringer	b. AGE OF BRIDGE ★ 20 years ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 20 yrs. ±				
d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE)				
		DESTROYED	HEAVY	LIGHT	NONE	
SUPERSTRUCTURE (LESS DECK)						
DECK						
SIDEWALKS			X			
LEFT ABUTMENT		X				
RIGHT ABUTMENT					NA	
PIERS		X				
WINGWALLS					NA	
SLOPE PROTECTION			X			
STREAM CHANNEL						

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	20'6" FT.	FT.
BRIDGE LENGTH	12' FT.	FT.
NO. OF SPANS OR CELLS	1	
SIDEWALKS	☐ NONE ☐ ONE SIDE ☐ TWO SIDES	☐ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	TONS	TONS
WATERWAY OPENING	10' wide, 6' deep	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

The bridge is damaged beyond repair and will be replaced with a structure of comparable waterway. Due to limited headroom and narrow channel, a box culvert is recommended at this location.

MP 0.7

PREPARED BY David B Carter David B. Carter	FEDERAL AGENCY FHWA	DATE 2-8-74

INSTRUCTIONS ON REVERSE SIDE

Sheet 7 of 11 Sheets

Form Approved
OMB No. 116-RO254

EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County	2. DISASTER DECLARATION DATE 1/25/74
3. STATE: Oregon — 4. COUNTY: Wasco	5. INSPECTION DATE 2/6/74
6. WORK CATEGORY (SEE DEFINITIONS) a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1 b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2 c. ITEM NO. [illegible] 9	7. MAP OR PHOTO REFERENCE NO. 9-1,2,3,4 & 5
	8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☒ b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES Jap Hollow County Road No. 129	10. PERCENTAGE OF WORK COMPLETED TO DATE 23

11. DESCRIPTION OF DAMAGE MP 0.05, riprap lost at bridge and stream channel partially plugged with debris. MP 2.3, water ran over road, twin 36" culverts too small to handle flow. MP 0.7, bridge washed out, damaged beyond repair. MP 7.2, mud slide. MP 4.9, fill slope erosion.

Grant in lieu

12. PROPOSED WORK
Replace slope protection lost and clean channel at MP 0.05. Repair the damage to the culvert installation at MP 2.3. MP 0.7 replace washed out bridge with concrete box culvert of equal capacity. MP 7.2, clean mud from road. MP 4.9, protect fill slope using slope protection material. County will apply for a grant in lieu at MP 2.3. See attachments.

contract

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
C-1	LS			[illegible]
C-2	LS	[illegible]	[illegible]	[illegible]
MP 0.05	LS	See attachment		[illegible]
MP 0.7	LS	See attachment		12,[illegible]
MP 2.3	LS	Equipment and labor		[illegible]
MP 4.9	[illegible]	(Slope protection material)	[illegible]	[illegible]
		[illegible]		[illegible]
MP 2.3	Grant in lieu [illegible]			[illegible]
		TOTAL ESTIMATED COST		[illegible]

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT________

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) [illegible]	d. DATE 3/29/74

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) [illegible]	d. AGENCY OR OFFICE [illegible]	e. DATE 3/29/74
☒ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature) [illegible]		d. DATE 3/29/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

Jap Hollow County Road No. 129, Wasco County, DF 0.3

Water runover road eroding the fill slopes at the culverts and caused loss of shoulder material

Proposed work is to replace the fill slope material lost with suitable slope protecting material and replace the shoulder material lost. Restore channel in catch basin area.

The county will apply for a grant-in-lieu at this location as the existing culvert installation is totally inadequate to handle the flow.

Cost of Repair

6	hr	Dozer, operated	18.00	108.00
135	cy	Slope protection	4.00	540.00
50	cy	Shoulder material	4.00	200.00
		10% engineering		85.00
				933.00

Form OEP 241
May 1973

JAP HOLLOW, MP 0.3

Form Approved
OMB No. 116-R0262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT WASCO COUNTY	ITEM NO. 9	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING BST	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	24 FT.	24 FT.
SHOULDERS	6 FT.	6 FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ Same as road	ADT AT BRIDGE ★ 71 (1972)	

II BRIDGE

a. TYPE OF BRIDGE	b. AGE OF BRIDGE ★	c. REMAINING SERVICE LIFE PRIOR TO DISASTER

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE) DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					
DECK					
SIDEWALKS					
LEFT ABUTMENT					
RIGHT ABUTMENT					
PIERS					
WINGWALLS					
SLOPE PROTECTION					
STREAM CHANNEL					

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	FT.			FT.		
BRIDGE LENGTH	FT.			FT.		
NO. OF SPANS OR CELLS						
SIDEWALKS	☐ NONE	☐ ONE SIDE	☐ TWO SIDES	☐ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	TONS			TONS		
WATERWAY OPENING						
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

At this location the twin 36-inch culverts are totally inadequate to handle the flow. The bridge at MP 0.7 appeared to have sufficient waterway opening and so a crossing at this site should have a similar opening. Due to the limited headroom at this site a box culvert or a small structure is recommended at this site. The estimate was prepared on the basis of a concrete box culvert.

Declared ineligible resubmitted on basis of grant-in-lieu.
*

PREPARED BY David B. Carter	FEDERAL AGENCY FHWA	DATE 2-6-74

3-25-74
WASCO Co.

Item #9

M.P. 0.05

QUANTITY	UNIT	ITEM	UNIT PRICE	Cost
400	cy	Slope PROTECTION	5^{00}	2000
32	hr	BACKhoe	5^{75}	184
8	hr	TRUCK	8^{00}	64
40	hr	Labor	5^{00}	200

M.P. 0.05 → $2448

MP. 03 GRANT in Liew calculation

SLOPE PROTECTION

$3' \times 6' \times 100' \times \frac{1}{27} =$ 67 cy each SIDE OF ROAD

67 cy × 2 = 134 cy say 135 cy

135 cy @ 4^{00} = $\$540^{00}$

SHOULDER MATERIAL

50 cy @ 4^{00} = 200^{00}

DOZER, operated $\$18^{00} \times 6$ hr	$\$108^{00}$
SLOPE PROTECTION material	$\$540^{00}$
Shoulder material	200^{00}
	$\#848^{00}$
+10% ENGR	85
	$933

M.P. 0.3 cont'd REVISED 3/26/74

Quantity	UNIT	ITEM	UNIT PRICE	Cost
~~50~~	~~TONS~~	~~BITUMINOUS MIX~~	~~20^{00}~~	~~1000^{00}~~
~~200~~	~~cy~~	~~BASE SURFACING~~	~~4^{00}~~	~~800^{00}~~
~~1~~	~~L.S.~~	~~Detour~~	~~ALL REQ'D~~	~~1000^{00}~~
~~50~~	~~cy~~	~~EMB. IN PLACE~~	~~2^{00}~~	~~100^{00}~~

M.P. 0.3 → $12,285

M.P. 0.7 WATER way REQ'D appears to be 60 ft

use 10X6 BOX culvert

Concrete 0.85 cy/ft x 36 ft =	31 cy	
Rein. steel 142 #/ft x 36 ft		5112
Wingwall concrete	12 cy	
" Rein steel		1200
	43 cy	6312 lb

QUANTITY	UNIT	ITEM	UNIT PRICE	Cost
1	L.S.	Remove & dispose EXISTING BRIDGE	ALL REQ'D	3000
30	cy	STRUCTURAL EXC	10^{00}	300
43	cy	Concrete	100^{00}	4300
6312	lb	Rein. steel	0^{30}	1894
200	cy	EMB. IN PLACE	2^{00}	400
200	cy	BASE SURFACING	4^{00}	800
50	TON	BITUMINOUS MIX	20^{00}	1000
1	L.S.	DETOUR	ALL REQ'D	1000

M.P. 0.7 → $12,694

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-R0254

P.L. 606

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) WASCO COUNTY

2. DISASTER DECLARATION DATE 1-25-74

3. STATE OREGON

4. COUNTY WASCO

5. INSPECTION DATE 2-6-74

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO. 9 (2nd rev)

7. MAP OR PHOTO REFERENCE NO. 9-1,2,3,4,5

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

Jap Hollow County Road No. 139

10. PERCENTAGE OF WORK COMPLETED TO DATE —

11. DESCRIPTION OF DAMAGE

See previous submissions

12. PROPOSED WORK See previous submissions. This revision revises only the DSR (dated 3-29-74) for work at MP 0.7. Work at other locations included with this DSR remains unchanged.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
	Present Estimates			
		Contract (see attached documents)		21,010.00
		Overruns and changes	4.5%	945.45
		Construction Engineering	10.0%	2,101.00
		Preliminary Engineering (actual cost through July, 1974)		3,000.23
				27,056.68
	Original DSR dated 3-29-74			
		Preliminary Engineering (use 61.86% of $2000)		1,237.20
		MP 0.7 (less work to be done by County)		9,894.00
		20% Engr & Conting		1,978.80
				13,110.00
		TOTAL ~~ESTIMATED COST~~ Increase		$13,946.68

RECEIVED
COUNTY & CITY SECTION
SEP 20 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ___________

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name) D. B. Carter, Fed Highway Admin	d. DATE 9-5-74

16. CONCURRENCES

☒ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) Norman L. Oliva	d. AGENCY OR OFFICE Oregon State Hwy Div	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

OSHD
COPY NO. 3 ~~[illegible] COPY~~

BEN [illegible]FORD [redacted]

PL 606

Section Jap Hollow Creek

Highway Co. Rd. No 12a (Jap Hollow Rd)

County Wasco

Kind of Work Box Culvert

Prefix 533-8101-921

Project Allotment $ 20 900

Project Length ———

Completion Time 80 calendar days (Dec 15, 1974)

FA Project No. EDAA-413-DR 65 (Item 9)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~48,280.00~~ 18,255.00

Anticipated Additional Items:

Slide Correction

Railroad Protective Costs

Other Railroad Costs

Permanent Signing

Permanent Pavement Striping

Stage Construction Striping

Temporary Erosion Control

Install Truck Scale Mechanism

Truck Scale House

Install Temporary Traffic Signals

Install Water Meter

Furnish Water

Laboratory Fees

Furnish Mail Box Posts

Pipe Bedding Materials

On the Job Trainees

State Responsibility for Damages

Signal Controller Testing

Bikeway Signs

Adjust Utilities

$

$ ~~48280.00~~ 18,255.00

Contingencies (4-1/2%) ~~2172.60~~ 821.48

Engineering (10 %) ~~4828.00~~ 1825.50

TOTAL $

Credit for

Estimated Net Authorization, Construction $ ~~53,280.60~~ 20,901.98

APPROVED

OKd City County Sdy A E Johnson 8/7/74

Jap Hollow Creek Section

Cost Estimate

7/30/74
CEL

Item No.	Item	Quantities	Unit Price	Amount
1	Removal of Structures and Obstruction	All Specified		500.00 ~~1000~~
~~2~~	~~General Excavation~~	~~350 Cu.Yds.~~	~~5.00~~	~~1750.00~~
~~3~~	~~Embankment in Place~~	~~215 Cu.Yds.~~	~~5.00~~	~~1075.00~~
4	Trench Excavation	210 ~~355~~ Cu.Yds.	10.00	2100.00 ~~3550.00~~
5	Granular Backfill	55 ~~140~~ Cu.Yds.	10.00	550.00 ~~1400.00~~
6	Concrete in Box Culverts	55 ~~140~~ Cu.Yds.	175.00	9625.00 ~~24500.00~~
7	Reinforcement in Box Culverts	~~2~~8,800 lbs	.45	3960.00 ~~12960.00~~
8	Guard Rail, Type 2	100 Lin.Ft.	10.00	1000.00
9	Rail End Pieces, Type C	4 Only	130.00	520.00
~~10~~	~~Loose Riprap, Class 100~~	~~35 Cu.Yds.~~	~~15.00~~	~~525.00~~
				$ ~~48,280.00~~ 18,255.00

8068 99W at Conifer Blvd. 1974
(Corvallis) Sec., Pac. Hwy.
(Traffic signal installation)

068 13

November 28, 1975

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Ave.
Seattle, WA 98121

Gentlemen:

On November 17, 1975, we wrote to you concerning release of final payment on Contract No. 8068 awarded to Hamilton Electric, Inc. for work on Conifer Boulevard in the City of Corvallis of the Pacific Highway West in Benton County.

Final payment on this contract is $4,834.82 and the total contract amount is $46,688.32. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Smith & Crakes
38 West 11th Avenue
Eugene, OR 97401

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9068 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 99W at Conifer Blvd. (Corvallis)

WEEK ENDING: October 25, 1975

SECTION PREFIX: 2-0502

HIGHWAY: Pacific

COUNTY: Benton

NAME OF JOB: 99W at Conifer Blvd. (Corvallis)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric Inc.

CONTRACT NUMBER: 8068

FEDERAL AID PROJECT NUMBER: State Bond

DATE OF CONTRACT: October 2, 1974

DATE WORK STARTED: March 3, 1975

ESTIMATED COMPLETION DATE: July 24, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 277

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $55,275.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

EXCLUSIVE OF ENGINEERING: $50,448.21

ENGINEERING AUTHORIZATION: $4,827.58

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $50,089

ENGINEERING COST TO DATE: $3,620

DATE PROJECT WAS COMPLETED: July 24, 1975

ESTIMATED PERCENT: UNDERRUN 2.8 %

PERCENT OF AUTHORIZATION: 75 %

SEMIFINAL ESTIMATE AND SUPPORTING DATA SUBMITTED TO REGIONAL OFFICE - August 13, 1975. (see remarks)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT:

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	SIGNALS						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond D
Jackmond g
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 27 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending October 25, 1975.

REMARKS

Semifinal estimate and supporting data submitted to Regional Office on August 13, 1975.

All contractor responsibility has been fulfilled, except testing of the controller unit. A State controller unit is in place and the signal functioning. Notified by telephone October 24, 1975 by Robt. Judson that contractor furnished controller unit had passed electrical tests.

FINAL REPORT.

SIGNED ______ LOCATION Corvallis

for Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8068

R

June 20, 1975

Mr. Merle Waterman
2822 N. E. Sherwood Place
Corvallis, Oregon 97330

Dear Mr. Waterman:

This will acknowledge your June 13 letter urging us to expedite the traffic signal installation on ORE99W at Conifer Boulevard in Corvallis.

9245
998K

The contract for the signal installation was awarded in October 1974. The actual installation of traffic signals is not a lengthy process but ordering and obtaining the necessary material is. It currently appears that these traffic signals will be installed and operational prior to the end of July.

We hope these signals will be a major safety improvement for you and the motoring public in this area.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RDT:rj js

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

Merle Waterman
2822 N. E. Sherwood Place
Corvallis, Oregon 97330

Friday, June 13, 1975
Corvallis, Oregon

998
6-23

Oregon State Highway Commission
Salem, Oregon

To Whom it May Concern:

Oregon has the finest highways around in the Pacific Northwest and I want to thank you for making them that way. The landscaping that is done by the overpasses is great.

I have one great need that I want to share with you.

I live in Village Green which is just east of Highway 99W and on the outskirts of Corvallis going towards Monmouth. The crossing there at 99W and Conifer that all of us who live in Village Green use to go out on to 99W or cross over to get on 9th street. Last night there was another very bad accident there. A small child was one of the occupants of the one car that really got smashed by a pick-up. We have had FOUR PEOPLE KILLED THERE. WOULD YOU RUSH ALL POSSIBLE AND GET THOSE SIGNAL LIGHTS UP before someone is killed or injured.

My son has a paper route in the mobile home trailer court in Village Green. I help him collect. One night I visited a dear elderly lady that was recovering from injuries that she received in a accident at this very crossing in which she was driving one of the cars. There she sat on the daveno, broken leg, brokem ribs, collar bone injured. I wish you could cf seen her.

I drive to Portland, Oregon and observe the tremendous expense of the widening the freeway between Salem and Woodburn. Then I think of our little expense(in comparsion) of traffic lights. Hardly anyone has been killed on that stretch of road and yet we have had 4.

Please help us. We need your help FAST.

Yours truly,
Merle Waterman
Merle Waterman

RECEIVED
STATE HWY ENGR
JUN 16 '75
REFER TO
Sch[illegible]
FOR

Info	Invest	R.J	R	Sgn	Act	File
			✓			

#8068

5d

October 31, 1974

10/30/74

City of Corvallis
Public Works Department
501 S. W. Madison Avenue
Corvallis, OR 97330

Attention: A. Gordon Wyatt
Principal Engineer

MISC. CONTRACTS and
AGREEMENTS No. 3938

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal at the intersection of ORE99W and Conifer Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. att.)

8068

[illegible]

OREGON STATE
HIGHWAY DIVISION

File: TRA-16

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 3, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
ORE99W & Conifer Boulevard
City of Corvallis

We have reached an agreement with the City of Corvallis for the installation of a traffic signal at the intersection of ORE99W and Conifer Boulevard.

The agreement provides that the State will prepare all plans and specifications, award all contracts, and supervise the work of the project. The initial cost of the installation is to be borne by the State as a Bond Project. After completion of the project, the State will maintain the traffic signal and the City will pay for all power consumed.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This item will be on the agenda for the October 30 meeting.

bc: C. W. Head - This signal installation will not have to go
G. M. Baldwin through the Administrative Practices Act as
A. E. Johnson it was published earlier when a different
R. L. Schroeder agreement was executed.
L. E. George
C. O. Fredrickson
Gary L. Sund
Jack Graham

RDT:kw dpy

8068

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES
(503) 752-4292

April 24, 1974

E. S. Hunter
Assistant Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Subject: Signalization of 99W and Conifer

Thank your very much for your time yesterday when we discussed the proposed Corvallis bypass and the Highway 99W, Conifer and Elks-Drive intersection and improvements. Marvin Gloege and I appreciated your candid responses in spite of the fact that the bypass is not enthusiastically endorsed by your department at this time.

Con 9-1-1 a

I was pleased to learn that the city will not have to budget funds for the signalization of Conifer and 99W provided OD4COG requests immediate implementation of this project under the first sale of state highway bonds. It was also gratifying to receive your assurance that no delay would be experienced if your division received the OD4COG letter by June 1, 1974.

I have asked Jack Bilsborough, City Engineer, to set up an appointment with Mr. Wolfe and appropriate members of your organization to explore the 99W - Conifer - Elks Drive intersection as well as attendant improvements in order that we may proceed with a comprehensive project in that area as soon as practicable. I should again emphasize that signalization and railroad protection is of the foremost concern here in Corvallis and we do not wish to involve ourselves in any activity which will delay this phase of the overall project.

2a 7-12-1 a

Sincerely,

G. Eugene McAdams

G. Eugene McAdams
Public Works Director/Assistant
City Manager

4-26-74
original to Wolfe

4-25-74
To Wolfe
EdH

GEM:jg

cc: City Manager Smith
City Engineer Bilsborough
Principal Engineer Wyatt

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8068

269 K

NOTED
E. S. HUNTER

MEMO TO FILES, 4/19/74

RE: CONIFER AVENUE-ELK DRIVE SECTION
CORVALLIS

Purpose of this memo is to update the status of the Conifer Avenue-Elk Drive project proposals.

The following information was obtained from Gordon Wyatt 4/19/74 by phone.

At the present time State and Corvallis have an agreement dated March 27, 1974 for the signals at the intersection of 99W and Conifer Boulevard. This agreement voids a previous agreement dated April 21, 1970 and is basically explained in a letter of transmittal dated February 9, 1974 and signed by R. L. Schroeder.

The City of Corvallis also has an agreement with Southern Pacific Company for gates at the Conifer crossing. This agreement calls for equal participation between the Railroad Company and City.

The two above-mentioned agreements are estimated at $86,000.

The City of Corvallis would now like to accomplish all the work (signals, widening, etc.) from Conifer to NW Elks Drive on the bonding program. This desire is expressed in a letter dated April 11, 1974, and signed by C. Eugene McAdams.

The widening, channelization, paving, etc. of 99W, Conifer Drive, and NW Elks Drive is priority #29 and the Conifer signals and railroad gates is priority #36 of C.O.G. District 4's proposed bonding projects. If these projects go by the bonding method they should then be combined into one project.

At the present time the financial status of the City of Corvallis is very uncertain. They do not wish to definitely void their present agreements in favor of the bonding program because timing of the bond program might be delayed too long. On the other hand, if they proceed under existing agreements they are obligated to considerable expense. Mr. Wyatt thought that final determination of construction method might be held in abeyance until July, at which time the City's budget would be finalized.

Mr. Wyatt has talked with Mr. Klaboe and Mr. Hunter regarding bonding method of construction, and evidently the response was not negative.

H. S. Cox
County-City Engineer

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HSC:mm

cc: E. S. Hunter
L. W. Rulien
L. E. George

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT
(503) 752-4292

April 11, 1974

RE…IVED
STATE HWY …R
APR 15 '74
… TO
Hunter

#267

cy Klaboe
Johnson
Schneider
4-26

Oregon Department of Transportation
Highway Division
140 State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Fred B. Klaboe
Administrator of Highways

Gentlemen:

It has been noted that the proposed traffic signal control and railroad grade crossing protection for the intersections at ORE 99W and Conifer Blvd., within the City of Corvallis, is included in the priority program for full financing under the Highway Bond Program. This is item Number 36 on the list prepared by District 4 Council of Governments, Linn, Benton, and Lincoln Counties. We respectfully request the continued consideration of full funding under the bond program irrespective of the fact that we have a current State/City agreement and a Southern Pacific/City agreement that outlines the funding responsibility for these controls. The City of corvallis has set top priority on this project and does not want to cause any delay to the schedule.

The City is proceeding with the Preliminary Engineering in accordance with out State/City agreement relative to item Number 29 of the District 4 list. The ORE - Elks Drive improvement and the Conifer Signal improvement are interrelated and should in many ways be considered as one project although the Conifer Signal Project can be scheduled to proceed as a first phase of the total project. The Good Samaritan Hospital is due to open in September 1975 and the Elks Drive project has considerable importance since it will provide the major access route to and from the hospital. It would, therefore, seem appropriate that a construction priority be established soon for project Number 29 shown on the District 4 list.

Very truly yours,

G. Eugene McAdams

G. Eugene McAdams
Public Works Director/Assistant City Manager

AGW:GM/jh

8068

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Intersection of ORE99W & Conifer Boulevard
City of Corvallis

We have reached an agreement with the City of Corvallis covering the installation of a traffic signal at the intersection of ORE99W and Conifer Boulevard in the City of Corvallis.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project and will pay one half of the total cost of the project, which is estimated at $56,000. The State's share of the project is to be charged to Minor Betterment Funds (traffic signal projects to be selected). After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

Copy Mar 23

Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda of the March 27 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson
Gary L. Sund
R. E. Whipps

LEG:kw dpy

8068

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4282

March 5, 1974

Oregon Department of Transportation
State Highway Division
State Highway Building
Salem, OR 97310

ATTENTION: R.L. Schroeder, Assistant State Highway Engineer

RE: ORE 99W - Conifer Blvd. Traffic Signal, 102 (51473)

Gentlemen:

The agreements executed by the appropriate City Officials for the above referenced project are forwarded herewith for completion by the Oregon Transportation Commission. We understand that the City will pay to the State a deposit in the amount of 1/2 of the total estimated project cost prior to the award of the contract and upon notification by the State Highway Division.

The City has signed these agreements with the understanding that the signal equipment to be installed under the agreement will be adequate to provide the future control and that the City will participate equally with the State Highway Division in the additional hardware and installation costs when the highway system is widened and additional lanes are provided.

Previous State/City contracts involving traffic signal installation maintenance and energy cost have obligated the City for all energy and maintenance. The City of Corvallis is staffed and equipped to do most traffic signal maintenance because of our present obligation. The City will undoubtedly receive the first report of any malfunction or maintenance requirement regarding the signal to be installed at the intersection of Conifer Blvd. with ORE 99W. In the interest of public safety, expediency, and cost we, therefore, propose that the City respons to and accomplish the maintenance of said signals on a time and material basis and that the City will invoice the State Highway Division at least once each fiscal year for the maintenance cost. The City is open to negotiation of any other reasonable arrangement for accomplishing the maintenance.

Very truly yours,

Jack P. Bilsborough
City Engineer

By: A. Gordon Wyatt
Principal Engineer

NOTED
R. L. SCHROEDER

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

AGW/scr
enclosure

CITY OF CORVALLIS

COUNCIL ACTION MINUTES

March 4, 1974

The regular meeting of the City Council of Corvallis, Oregon was reconvened at 7:00 p.m., March 4, 1974 in the Council Chambers in the City Hall with Mayor Barker presiding.

I. ROLL CALL

PRESENT: Mayor Barker, Councilmembers Walker, Hammond, Berg, McLain, Burgess, Mater. (Councilman White arrived at 7:07 p.m., Councilwoman Rose at 7:08 p.m. and Councilman Blixt at 7:10 p.m.)

* * * * * * * * * * * * *

VII. COMMITTEE, BOARD AND COMMISSION REPORTS

PUBLIC WORKS COMMITTEE - February 26

Item IIA, request to void SDC lien on building permit for 3145 NW Manzanita Place; Item IID, authorizing the City Manager to enter into an agreement with the State Highway Division to proceed with the signalization of the intersection of Conifer and Highway 99W; and the statement authorizing the City Manager were by motion, seconded and unanimously carried.

* * * * * * * * * * * * * *

X. ADJOURNMENT

No further business appearing, the meeting was adjourned at 11:07 p.m.

/s/ Jerry A. Hortsch
City Recorder

APPROVED:

/s/ Cecil Barker
Mayor

I hereby certify that the foregoing excerpt from the minutes of the Council Meeting of March 4, 1974 is a true and correct copy from the original minutes on file in my office.

City Recorder
Corvallis, Oregon

80.68

October 5, 1973

Mr. Roger C. Anderson, Jr.
8360 N. W. Highway 99W
Corvallis, Oregon 97330

Dear Mr. Anderson:

This is in response to your October 1 letter in which you asked when traffic signals would be installed at three intersections in the Corvallis area. The status of the signals at these three locations is as follows:

8068

ORE99W @ Conifer - The State and the City of Corvallis have for some time been working toward a signal installation at this intersection. At the present time the City is working on a redesign of the intersection. When this is accomplished we will again concentrate on signalization of the intersection. I would suggest you contact Corvallis' Public Works Director, Mr. Jack Bilsborough, for a report on the status of their work.

Ira 7-13

S.W. 3rd Street (ORE99W) @ Alexander Avenue - The City of Corvallis has recently requested that we enter into a cooperative agreement to install a pedestrian-actuated traffic signal at this location. This matter will be on the agenda for the Oregon Transportation Commission at their next meeting October 24, 1973. If they approve of the installation, the material will be ordered and we will proceed with the installation.

Ira 7-13

ORE99W @ Lewisburg-Granger Road - The matter of signalization of this intersection may also be presented to the Oregon Transportation Commission at their October 24 meeting. Their approval will clear the way for us to proceed on this installation.

Loc 10-1

In regard to your inquiry as to when the Highway Division will be revising the map of Corvallis, enclosed is a September, 1972 copy of the Corvallis Urban Area. This map is only a year old and no revisions are planned at this time. I am also sending the six sheets that make up the city map series for the City of Corvallis, dated 1968 but their revision is not a high-priority when compared with other cities.

I hope this letter adequately answer your questions. If I can be of any further assistance, please advise.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures

RDT:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

October 1,1973

Oregon State Highway Division
Mr. F.B. Klaboe
Highway Building
Salem,Oregon 97310

Dear Mr. Klaboe:

If at all possible, could you please tell me when new traffic signals will be installed at the following intersections here in the Corvallis area:

Hwy. 99W & Conifer

S.W. 3rd & Alexander Ave.

HWY. 99W & Lewisburg-Granger Road.

I was also wondering if you could please tell me when the State Highway Division will be revising the Map of the City of Corvallis. It has not been revised for several years.

6256

Very truly yours,

Roger C. Anderson,Jr.
3360 N.W. Hwy. 99 W
Corvallis,Oregon 97330

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR

OCT 1 '73

REFER TO
Hunter

FOR

Info	Answer	R/D	DIR	Sign	Act	File
			✓			

RECEIVED
JAN 16 1973
FOR FILING

Cross Referenced To:

January 15, 1973

8417

Mrs. Patrick L. Klampe
322 NE Plymouth Circle
Corvallis, OR 97330

Dear Mrs. Klampe:

Mr. Baldwin, Administrator of Highways, advised you recently that we would look further into the matter concerning a traffic signal installation at the intersection of ORE99W and Conifer Boulevard in Corvallis.

On April 21, 1970, the Oregon State Highway Commission and the City of Corvallis entered into an agreement for the installation of traffic signals at this intersection on a cooperative basis, with the City and the State to share equally in the total estimated project cost of $32,000. Subsequent to the agreement, the City of Corvallis' budget was defeated and the City was unable to proceed with the project. Concurrent with the traffic signal installation, the City and the Southern Pacific Railroad Company were also negotiating on a possible grade crossing signal installation. The extremely short distance between the rail crossing and the Highway intersection made it mandatory that the two sets of signals be interconnected to provide proper protection.

Tra 7-12-1
c

We have again contacted the City of Corvallis concerning this entire matter, and Mr. C. Dean Smith, City Manager, indicates that the City will work together with the Highway Division in an attempt to start action on this project during the coming year. In any event, it would now be necessary for the Highway Division to defer any action on this project until the beginning of the next fiscal year (July 1, 1973), since available funds for this type of work have been expended.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. Dean Smith E. S. Hunter L. E. George
bc: G. M. Baldwin R. L. Schroeder J. B. Boyd LEG:pb dpy

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

January 3, 1973

IN REPLY PLEASE REFER TO
GMO 75023
0-0-Cor-70-21

Mrs. Patrick L. Klampe
322 N.E. Plymouth Circle
Corvallis, Oregon 97330

Dear Mrs. Klampe:

Acknowledge your letter December 28, 1972, transmitting copies of petition for signalization of Highway 99W and Conifer Blvd. in Corvallis.

Southern Pacific Transportation Company's West Side Branch lies adjacent to and parallel with Highway 99W through this crossing. Southern Pacific has been attempting to negotiate an agreement with the City of Corvallis for the installation of automatic gates at this railroad crossing.

So far, the City has been unable to program this improvement into their budget. Your contact with the City should reveal the status as far as the City is concerned.

Yours truly,

AWKilborn

COPIES TO:
FB KLABOE
RL SCHROEDER
LE GEORGE
HS COX
JL SOLLIS
LH YOUNG
JB BOYD
JW VALENTINE

cc: Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Mr. C. Dean Smith
City Manager
City of Corvallis
501 S.W. Madison Avenue
Corvallis, Oregon 97330

Mr. Howard G. Kraus
Benton County Engineer
Benton County Courthouse
Corvallis, Oregon 97330

NOTED
R. L. SCHROEDER

RECEIVED
JAN 5 1973
UTILITY UNIT

RECEIVED
JAN 8 1973
Office of
Assistant State Highway Engineer

December 29, 1972

Mrs. Patrick L. Klampe
322 N. E. Plymouth Circle
Corvallis, Oregon 97330

Dear Mrs. Klampe:

Your letter of December 28 and the enclosed petition requesting traffic signals at the intersection of Highway 99W and Conifer Boulevard in Corvallis have been received.

I am asking our engineering staff to make an immediate investigation and to correspond with you further when their studies have been completed.

Sincerely,

George M. Baldwin
Administrator of Highways

cc F. B. Klaboe - Please have an investigation made
Gary Ross

fn

Mrs. Patrick L. Klampe
322 N. E. Plymouth Circle
Corvallis, Oregon 97330

December 28, 1972

Mr. George Baldwin
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

In behalf of an interested and concerned group of Corvallis, Oregon citizens, mostly residents of the Village Green subdivision, the enclosed petition is presented. It pertains to needed traffic control devices at the intersection of Highway 99W and Conifer Blvd.

Respectfully submitted,

Mrs. Patrick L. Klampe

Mrs. Patrick L. Klampe

RECEIVED
DEC 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

We, the undersigned, do hereby request prompt action in regards to the construction of adequate traffic control devices which will alleviate the extreme problems of safety and congestion at the intersection of Highway 99W and Conifer Blvd. We are addressing this petition to Southern Pacific Railroad, the City of Corvallis, Benton County, and the State of Oregon through the Highway Division.

1. Nikki L. Hidden - 336 N.E. Plymouth Cr.
2. Pamela J. Klampe - 322 N.E. Plymouth Circle
3. Leo D. Mellon 332 N.E. Plymouth Circle
4. Dorothy Mellon 332 NE. Plymouth Cir.
5. Lanette Burright 386 NE Plymouth Circle
6. Ted Nunez 392 NE Plymouth Circle
7. William [illegible] 376 NE Plymouth Circle
8. Michael D. Richardson 311 N.E Plymouth Circle
9. Sarah L. Richardson 311 N.E. Plymouth Circle
10. J.W. Wadley 321 N.E PLYMOUTH CRL
Mrs J.W. Wadley 321 N.E. Plymouth Circle
12. Howard Brown 306 N.E Plymouth Circle
13. Grace Brown 306 N.E. Plymouth Circle
14. Mrs Clyde McKee 310 NE. Plymouth circle
15. Mr David K Bettmar 314 NE Plymouth Circle
16. Mrs. David Bettmar 316 NE Plymouth Circle
17. Joy Williams 342 NE Plymouth Circle
18. Randy L Williams 342 NE Plymouth Circle
19. Jeff + Ulla Raus 352 Plymouthcircle
20. Rebecca Marshall 362 NE Plymouth Circle
21. James D. Marshall 362 N.E. PLYMOUTH CIRCLE
22. Ken & Sandy Myers 372 N.E. Plymouth Circle
23. Janice M. Hevener 382 NE Plymouth Circle
24. Rodney A. Albin 410 NE Sherwood Way
25. Leona M. Albin 410 NE Sherwood Way
26. Richard Hayes 430 NE Sherwood Way
27. Ruby Hayes 430 NE Sherwood Way

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

June 15, 1972

IN REPLY PLEASE REFER TO
GMO 75023
0-0-Cor-70-21

Routing
RECEIVED
Bond
Walker
JUN 19 1972
Johnsen
CONSTRUCTION SECTION

NOTED
J. M. CARTWRIGHT

Mr. C. Dean Smith
City Manager
City of Corvallis
501 S.W. Madison Avenue
Corvallis, Oregon 97330

Dear Sir:

Referring to my letter May 5, relative to City of Corvallis participating in the installation of automatic gates at Conifer Blvd., crossing F-691.24, Corvallis Jct.

Please advise if the City is now in a position to proceed with the appropriate action for sharing in the cost of automatic gates.

Yours truly,

AWKilborn

COPIES TO:

FB KLABOE
~~RL~~ SCHROEDER
LE GEORGE
HS COX
JL SOLLIS
LH YOUNG
JB BOYD
JW VALENTINE

cc: Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Hon. Diarmuid F. O'Scannlain
Public Utility Commissioner
State of Oregon
Salem, Oregon 97310

Attention: Mr. Lon Topaz
Assistant Commissioner

NOTED
R. L. SCHROEDER

RECEIVED
JAN 8 1973
Office of
Assistant State Highway Engineer

MAY 10 1972

FO[illegible]

#8068

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. ABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 75023
0-0-Cor-70-21

May 5, 1972

Mr. C. Dean Smith
City Manager
City of Corvallis
501 S.W. Madison Avenue
Corvallis, Oregon 97330

Dear Sir:

Acknowledge your letter of April 28, relative to City of Corvallis' concurrence in the installation of automatic gates at railroad grade crossing of Conifer Blvd., crossing F-691.24, and the installation of traffic signals at the intersection of Hwy. 99W and N.E. Conifer Blvd.

Tra
1-12-1
C.

Your letter states that you have included this improvement in a TOPICS program and have applied to the Oregon State Highway Dept. for approval and funding. The agreement submitted with our letter January 6 was on the basis that there would be no federal monies involved in the installation and that the railroad and City would share the installation on a 50-50 basis.

Due to the fact that federal monies are involved, we are governed by federal regulations as to the participation on the installation of automatic gates at any grade crossing in the amount of 10% to the railroad and 90% to the public body. Since the City has elected to include this in the TOPICS program, request that the agreements be returned to this office for revision at which time we will resubmit the appropriate agreement prepared on federal aid basis.

As you are aware since January 1, 1972, the installation of automatic gates must be approved by the Public Utility Commissioner through an appropriate application and PUC order. Therefore, suggest that the City proceed with the appropriate application which can be processed during the time that we are revising our agreement and securing our revised authority. Once the agreement has been executed by the City, we would order our material.

As you know it takes approximately six months to secure material and make the installation after the agreement has been signed.

NOTED
R. L. SCHROEDER

If the City desires to proceed in the near future, prompt action should be taken on returning the agreement.

Yours truly,

(Signed) A. W. Kilborn
A. W. KILBORN

EKB

cc: Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Hon. Diarmuid F. O'Scannlain
Public Utility Commissioner
State of Oregon
Salem, Oregon 97310

Attention: Mr. Lon Topaz
Assistant Commissioner

Copies to:
FB Klaboe
RL Schroeder
LE George
HS Cox
JL Sollis
LH Young
JB Boyd
FW Sugnet

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Kessey RECEIVED Passo E
Bond MAY 8 1972 Glenn
Walker Litchfield ✓
Johnsen CONSTRUCTION SECTION Berg

MAY
FOR

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES (503) 752-4292

J

April 28, 1972

Routing
Keasey RECEIVED Peuss
Bond MAY 2 1972 Glenn
Walker CONSTRUCTION SECTION Litchfield
Johnsen Berg

Mr. A.W. Kilborn, Supt.
Southern Pacific Railroad Company
251 Union Station
Portland, Oregon 97209

Dear Mr. Kilborn:

Preparation of the City of Corvallis budget for the new fiscal year has recently been completed and is now in the review stage. Included in that budget is a project providing for signalization and instalation of automatic railroad crossing gates at the intersection of N.E. Conifer Boulevard with Pacific Highway West (99W).

Tra 7-12-1 Corv.

This project is listed under the TOPICS Program and an application is concurrently being made to the Oregon State Highway Department for approval and funding. I feel reasonably assured that this project will survive the budget review and will be approved. Scheduling will be developed in the very near future in conjunction with the Southern Pacific Railroad and the Oregon State Highway Department in order to arrive at common agreement on the timing of this project.

Sincerely,

C. Dean Smith

C. Dean Smith
City Manager

NOTED
F. B. KLABOE

TG/cf

Copies to:
FB Klaboe ✓
CL Schroeder
E George
S Cox
L Sollis
H Young
B Boyd
W Sugnet

cc: Tony Groh, Public Works Director
Jack Bilsborough, City Engineer
T.W. Litchfield, Railroad and Util Eng., OSHD, Salem 97310 ✓

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1971 8068
FORM 2-20 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 13, 1971

RAILROAD COMPANIES
FILE No. 676

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Indenture for Electric Conduit
Traffic Signal Installation
Conifer Boulevard-Pacific Highway West
(Corvallis) Section
Benton County

Attached you will find the State's original fully executed counterpart of the subject agreement.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. D. Morgan
F. B. Crandall
R. N. Bothman
R. D. Asburry (2)
V. E. Skoog
E. F. Saling
J. L. Sollis

1-26-71 [illegible]

Fran

NOTED
FLOYD QUERY

SP*83475-734

8068

RECEIVED
DEC 7 1970
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 3[illegible]8-6611

NOTED
F. B. KLABOE

December 3, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. B. A. Kendrew

Re: Indenture
Electrical Conduit
Traffic Signal Installation
Conifer Boulevard at Pacific
Highway West (Corvallis Section)
Benton County
Your File: Doc-Misc.

Gentlemen:

Herewith you will find duplicate counterparts of the indenture for an electrical conduit at the above captioned intersection in Corvallis, which was submitted to us with your letter dated September 28, 1970.

This document was executed by the Highway Commission at their meeting of November 24, 1970 and is now being returned to you for final execution by your principals.

Please initial the deletion made in Paragraph 9 on Page 3 of the document.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105
Floyd Query
F. B. Klaboe
L. H. Young
F. B. Crandall
J. L. Sollis
R. D. Asburry
F. W. Sugnet

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8068

RECEIVED
NOV 20 1970
FOR FILING

November 19, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of November 24, an Indenture with the Southern Pacific Transportation Company granting the right to the State to install an electrical conduit beneath their tracks at the intersection of Pacific Highway West and Conifer Avenue in Corvallis.

The Indenture requires the State to bear the entire expense of the installation and allows us to enter on the property to maintain the facility after construction. If at any time this electrical conduit is abandoned for a continuous period of one year, the right granted by this Indenture expires and the State is to remove the facility from the railroad property.

We recommend your approval and request you initial the deletion in paragraph 9 on page 3 of the Indenture.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
F. B. Crandall
V. E. Skoog
R. D. Asburry

TWL:dl sr

Southern Pacific
Transportation Company
281 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
G. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

September 28, 1970

Doc-Misc.

REFERRED TO
Admin
BY SECRETARY

Routing
Morgan
Decker
Pond
Walker
Boehme
Johnson

RECEIVED
OCT 2 1970
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Attached are duplicate counterparts of indenture in favor of the Oregon State Highway Department for the installation and maintenance of an underground electrical wire, crossing beneath our tracks at MP 691.23, to be used for traffic signal control at Corvallis Junction.

Will you please arrange for execution as indicated on page 4, returning both counterparts to this office for our further handling.

When fully executed on behalf of SPT Company we will return a copy for your record.

Yours very truly,

A W Kilborn

NOTED
F. B. KLABOE

Attach

10-1-70
orig w/encl to Litchfield for handling

Klaboe
Pls handle

RECEIVED
SEP 29 1970
OFFICE OF
STATE HIGHWAY ENGINEERS

RECEIVED
SEP 29 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 15 1970
FOR FILING

8068

6-12-70

JS

OREGON STATE HIGHWAY DIVISION
Traffic Engineering

Location:

Highway: Pacific West (US99W)

Section: Conifer Blvd. (Corvallis)

County: Benton

Approved:

Date:

Amount:

TRAFFIC SIGNAL INSTALLATION

Estimated Contract Amount	$ 27,800.00
Anticipated Additional Items	
Estimated State Force Amount	
Engineering and Contingencies	4,200.00
Total	$ 32,000.00

This project is to be let at the July 23 1970, bid opening with the City and State sharing equally in the cost.

Agreement has been executed.

RECEIVED
JUN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8068

RECEIVED
APR

CORVALLIS CITY HALL
601 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES **(503) 752-4292**

April 27, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We have your letter of April 23, 1970, requesting a copy of our ordinance or resolution authorizing the Mayor and Recorder to enter into an agreement regarding traffic control signals for the intersection of Pacific Highway West and Conifer Boulevard.

On April 21, 1970, we sent to Mr. L. E. George, Assistant Traffic Engineer, a certified copy of the excerpt from the Council minutes of April 6, in which the authorization is granted for the City Manager to sign. I trust this certified copy will serve as the needed authorization to be attached to the agreement.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

CDS:jm

NOTED
FLOYD QUERY

RECEIVED
APR 29 1970
OREGON
STATE HIGHWAY COMMISSION

Fran,
Do we have it?
FQ

Yes

8068

RECEIVED
APR 16 1970
FOR FILING

April 15, 1970

Oregon State Highway Commission

Gentlemen:

The continued residential development in the northerly portion of the city of Corvallis has generated a traffic condition at Conifer Boulevard and Pacific Highway West which requires installation of a signal for continued safe operation of the intersection.

We have negotiated an agreement with the City of Corvallis to share equally in the cost of this installation, with the City to assume the cost of maintenance and power consumption. The State's share of the $32,000 cost is to be financed from State Construction Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This item will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
H. S. Cox
R. D. Asburry
L. H. Young
V. E. Skoog

TE:ja sr

RECEIVED
MAR 30 1970
FOR FILING

8068

March 27, 1970

8282

Mr. Tony Groh
Director of Public Works
Corvallis City Hall
Corvallis, Oregon 97330

Dear Mr. Groh:

Your letter of March 6 commented on two locations involving traffic matters in north Corvallis. We will not consider any action at the junction of Ninth Street and US99W at the present time as requested in your letter.

Although we have discussed with you in the past the intersection of US99W and Conifer Avenue, we have never conducted an engineering investigation into the need for traffic signals. However, if the Corvallis City Council has indicated a strong desire to install traffic signals, and also in light of the increasing development in the area, the Highway Division is agreeable to initiating a cooperative traffic signal project at this location. 8068

It is our opinion that this installation should be similar to the one at Seavy Road in that the traffic signals should be interconnected into a set of railroad grade crossing signals.

The Highway Division would not participate in any portion of the cost involving the railroad grade crossing signals. However, we are willing to share the cost of the traffic signal and the cost of interconnecting this signal into the railroad signal on an equal cost sharing basis. The total estimated cost of the traffic signal and its associated equipment is $32,000. The City's share would be $16,000.

Ira 7-12-1 Corvallis

I have attached copies of a State-City agreement based on the arrangement outlined above. If the City wishes

To proceed with this matter, will you please execute the agreements and return them to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By jr.

Tom Edwards
Assistant State Highway Engineer

Enclosures

LES:mk mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

March 6, 1970

10019

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENG

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

For several months the City Council has been considering a proposal for modification of access to NW 9th Street at its connection to Highway 99W. At the council meeting of March 2, 1970, the following motion was adopted:

1. That the City of Corvallis work with the State Highway Department and Southern Pacific Railroad to install a signal at 99W and Conifer and to effect this installation as soon as possible.
2. That presently the 99W - 9th Street intersection be left unchanged.
3. And that before any future changes are considered, more planning be done in the North Corvallis area influenced by 9th Street and 99W.

We are extremely interested in providing intersection controls at Highway 99W and NW Conifer Avenue. With the opening of Cheldelin Jr. High School in September of 1967 and with the extension of NW Conifer Avenue by Benton County easterly to connect to Highway 20, traffic volumes have increased. There is now a general awareness of increased traffic hazard by several factions; by the local area residents in the Village Green Area; by the Corvallis motorists who more or less utilize this route in their comings and goings; and by homeowners in the entire north area of the city who have children in the schools on either side of the highway.

The City Council has watched the rising pressure and believes it sufficient to warrant an official request be made of the Highway Department for the installation of traffic signals and controls at NW Conifer Avenue and Highway 99W. We are aware that a complete study has not been made of traffic volumes and the other factors which influence the decision in establishment of warrants justifying such installation. However, the City Council believes the installation to be required at this time and requests that it be done.

It is recognized at the same time that there is a difference of opinion that a hazardous condition exists at the intersection of Elks Drive and NW 9th Street. Petitions have been presented to the Council both for and against modification of access to NW 9th Street. The City Council, in its discussion of the problem has acknowledged that at the very least, an extremely undesirable situation exists. Although part 2 of the motion mentioned above states that the intersection be left unchanged, the Council will consider the modification of access at the time signals are installed at Conifer Avenue and Highway 99W. Since a nine-month delay must occur because of material and equipment delivery problems, they are of the opinion that the two intersections should be scheduled simultaneously.

I would appreciate your consideration of this request as outlined.

Very truly yours,

Tony Groh

Tony Groh, P. E.
Public Works Director

TG:sn

cc: C. Dean Smith, City Manager
Glenn Ling, City Engineer

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 1 2 1970
TRAFFIC ENGINEERING

8069 M.P. 3.6 Slide Sec. 1974
FAS 131 (Clack. Riv. Rd.)
(.1 mi. grade,pave & riprap)

8119

June 4, 1975

Rathbone, King & Seeley
Board of Trade Building
Portland, OR 97204

Gentlemen:

A post-final payment for $2,250.00 will be made to Roy L. Houck Construction Company on Contract No. 0049 for work on M.P. 3.6 Section (Slide) of FAS 131 (Clackamas River Road) in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $63,147.90 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Roy L. Houck Construction Co.
2703 Lancaster Drive
Salem, OR 97303
bc C. T. Kassey
Walt Hart
V. E. Skoog, Att: Dick Hacek
C. O. Fredrickson

fkn/hb

8069 R

May 20, 1975

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8069 for work on M.P. 3.6 Clackamas River Road in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 30 days is granted which will eliminate all liquidated damages. This is because of delay from work added by the State on Contract No. 8052, the seasonal impact resulting from this and the riprap quantity overrun.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
Robert Church
Ed Hardt
James W. McNamee

JAB:fr dpy

8069 2

Form FHWA [illegible] (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project ER-314(1)
Clackamas River Road, MP 3.6
Request for Time Extension

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information provided in Mr. Coulter's May 12, 1975 letter, the 28-day time extension of the subject project is approved.

for Valach
G. L. Green

NOTED
H.S.COULTER

4-19-75
cy Keasey
Dandt
Church

RECEIVED
MAY 19 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

8069

K

CON 5

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
Robert Church

Robert W. Straub
XXXXXXXXX

DATE May 12, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension, Contract 8069
M.P. 3.6 Clackamas River Road
FAP No. ER-314(1)

Your reconsideration of additional contract time extension on this project is requested. Your April 9 letter concurred in only two additional days for the riprap quantity overrun, leaving 28 days of liquidated damages at $75 per day, or $2,100.

It is very difficult to point to any public loss or added cost because of the late completion of this project. Our total engineering charges have actually underrun the amount authorized by about 11 percent. The primary objective of the project, to provide riprap protection of the roadbed during winter high water periods, was met. Although this was an ER project, the existing highway was suitable for traffic, because necessary emergency repairs had been completed by the county eleven months earlier.

It was in the public interest to promptly and economically accomplish the slide correction work necessary on the South Fork Clackamas River-Bull Creek project utilizing this same contractor's resources. This work was undertaken with the knowledge that the subject project would be delayed, but with the understanding that the State would make equitable adjustments if the contractor diligently pursued completion of both projects. We believe he did this. Overall, the public inconvenience and loss was minimized. We therefore urge your reconsideration and concurrence in an additional 28-day time extension on the subject project.

JAB:fr ia

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project ER-314(1)
Clackamas River Road, MP 3.6
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The information submitted with Mr. Coulter's April 7, 1975 letter in support of a 30-day time extension on the subject project has been reviewed. Conflicting or additional work on another project and/or problems encountered in obtaining an AC paving source because of such conflicting or additional work is not considered adequate justification for an extension of contract time.

Based on the information submitted, this office can concur in an extension of only 2 calendar days due to the overrun in contract quantities.

for

G. L. Green

RECEIVED
APR 11 1975
Office of
Assistant State Highway Engineer

OTED
L. E. JOHNS
4-11-75

RECEIVED
STATE HWY ENGR
APR 11 '75
REFER TO
Coulter
FOR
Info
Inves
R/D
D/R
Sign
Act ✓

4-19-75
cy Hardt
Church

8069

R

COM 3

Robert W. Straub
XXXXXXXXX

DATE April 7, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension, Contract 8069
M.P. 3.6 Clackamas River Road
FAP No. ER-314(1)

The contractor has requested a 30-day time extension because of unanticipated conflicting work on another project (Contract 8052, S. Fork Clackamas River-Bull Creek) and delay in obtaining an AC paving source of supply in December 1974. This project was completed January 9, 1975 with 30 days of liquidated damages accrued at $75 per day. Bids were opened September 26, 1974 with a tight completion time requirement. The largest item, 5,000 yards of Class 2000 riprap, was needed for roadbed protection during winter high water from the Clackamas River, so a 50-day completion requirement was specified.

The contractor was working on Contract 8052 at the time he bid on this project. Subsequently in November, a serious fill slide developed on the other project which resulted in a significant added price agreement for work which utilized some of the equipment needed on the subject project. We realized at the time that this project would be delayed, but the other work was also very important.

A 23-day delay resulted from the added work on Contract 8052. The 50 days allowed expired December 10. All riprap was in place by December 18, including an 8¼ percent overrun on the contract quantity which in itself justifies a two-day time extension. The paving bid item on this project was only 190 tons. There was no activity on the project between January 1-6, 1975, awaiting the small amount of surfacing work including the paving, which was then completed in three days to the January 9 completion date.

There was an adverse seasonal impact and unanticipated holiday interference due to the delays on the other project. An already tight completion requirement did not allow for this. Because the contractor did expedite the work once it was started, our engineering actually underran the authorization. Because of the delay imposed by the State on the other project, the resulting seasonal impact, and the riprap quantity overrun, your concurrence is requested in a 30-day extension which will eliminate all liquidated damages.

JAB:fr ia

b^c F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8069
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 4, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: M.P. 3.6 Clackamas River Road
Contract No. 8069
Request for Time Extension

Roy L. Houck Construction Company requests a 30-day time extension because of unanticipated conflicting work on another project (Contract 8052, S. Fork Clackamas River-Bull Creek) and delay in obtaining an AC paving source of supply in December 1974. This project was actually completed January 9, 1975 with 30 days liquidated damages accrued at $75 per day. Bids were opened September 26, 1974 with a very tight completion time requirement. The largest item in the project was 5,000 yards of Class 2000 riprap needed for roadbed protection during winter high water from the Clackamas River, so a 50-day completion requirement was specified.

The contractor was working on Contract 8052 at the time he bid on the subject project. Subsequent to that, in November, a serious fill slide developed on the other project which resulted in a significant added price agreement to do work which utilized some of the same equipment needed on the subject project. We realized at the time that the subject project would be delayed but the other work was also very important.

The Region report on this request lists as much as 23 days delay to the subject project because of the added work on 8052. The 50 days allowed expired December 10. All riprap was in place by December 18 and this included an 8½ percent overrun on the contract quantity which in itself justifies a couple days time extension. The paving bid item on this project was only 190 tons. January 1 through 6, 1975, there was no activity on the project awaiting the small amount of surfacing work, including the paving, which was then completed in 3 days to the January 9 completion date.

There was an adverse seasonal impact and unanticipated holiday interference, due to the delays on the other project. An already tight completion requirement did not allow for this. Because the contractor did expedite the work once it was started, our engineering actually underran. I concur in the Region recommendation for a complete time extension of 30 days which will eliminate all liquidated damages because of the delay imposed by the State on the other project, the seasonal impact resulting from this, and the riprap quantity overrun.

This was an ER funded project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
APR 7 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 27, 1975

RECEIVED
MAR 28 1975
CONSTRUCTION SECTION
Keasey
Scofield
Berg
Johnson
Walker

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: TIME EXTENSION REQUEST
MP 3.6 Slide Section
Clackamas River Road
Contract No. 8069

The Contractors Request for Increased Number of Workdays is accompanied by a cover letter addressed to Jim McNamee dated February 10, copy attached. The contractor states basically two reasons for being unable to complete the contract in the allotted time. The first is the work performed under Contract No. 8052, S. Fork Clackamas-Bull Creek Section, which was interrelated and intertwined with the contract at MP 3.6. The second reason was the unavailability of asphalt paving materials at the time the site was ready to be paved.

Jim McNamee's letter of February 27, 1975 is also attached and lines out the pertinent job information and job history associated with MP 3.6 slide. Mr. McNamee concurs in the request for the time extension basically on the basis of the lack of adverse impact to the public due to the delay in completion of the project.

The contractor claims he was delayed in performance of the work on the MP 3.6 slide project because of wet material and the need to use his 80D drag line instead of a D8 for embankment work on Contract No. 8052. In checking over his activities, this early work at Station 1214 to 1220 was performed in September prior to award of the contract at MP 3.6. Therefore I can find no justification for using this activity as a cause for delay on Contract No. 8069.

He further states that the "embankment failure" (a slide) at Station 1216-1218 on Contract No. 8052 caused him some delay. This is true and at the time we agreed to consider his work on the slide correction as a cause of delay on this contract. We attribute the following number of days to this slide:

November 11, 12	Slide discovery and review by Resident Engineer and Region personnel
November 13	Asked the contractor for a price on what we wanted to do
November 19	State contractor agreed on price and Price Agreement was signed
November 20	Contractor moved drag line onto project to correct slide
November 27	Completed granular drag fill
November 28	Thanksgiving holiday weekend begins
December 2	Moved drag line from slide area

The above number of days totals 23. From November 27 to December 2 has been included in this time because of the effect of the slide work on the contractors activities. Since the drag line was displaced from its original location because the contractor was directed under Price Agreement to return to the slide to do the corrective work, it is reasonable to give the contractor sufficient time to return that equipment to its site of origin and charge that time to the slide correction activities.

To the contractors second reason for delay, namely unavailability of asphaltic concrete, we can substantiate that Gordon Ball would not sell AC to the contractor as indicated. Gordon Ball was actively engaged in his Hogan Road project and did not have AC tonage available. We can neither verify or dispute the nonavailability of materials from the other suppliers in the area. However, many of the plants did shut down for the holidays and it is very likely the needed paving materials were not readily available.

In addition to the impact on the completion of Contract No. 8069 because of the slide correction work on Contract No. 8052, there were additional delays created by work on Contract No. 8052. The riprap at MP 33.2 overran the planned amount by 35% or 180 cubic yards. Because of the overrun and the fact that the contractor had not anticipated this much overrun he was required to use extra ordinary measures to acquire additional riprap to finish the job. This riprap was obtained from the Hardscrabble quarry which was the same source for the MP 3.6 slide contract. We feel the extra effort required the contractor to get his material and the fact that they were using the same quarry for both contracts does justify an additional two days time in their requests.

Not valid - total riprap on 8052 under-ran slightly. J.B.

The condition of the roadway was fairly good throughout the life of the detour which was installed on January 31, 1974. This was a minor detour on a minor road with little impact on the traveling public.

The contractor, once he moved into the project, expedited his work and completed the work in 36 days as compared to an original calendar day count of 50 days. Beyond the justification for 25 days as illustrated above, we can only list the lack of adverse impact on traffic as justification for granting an additional five day extension. It is certainly conceivable that, had there been two separate contractors on these jobs, they would have 1) gotten the jobs done a little quicker, and 2) cost the state more for the contracts.

I believe the contractor is entitled to 25 additional days based on the impact of the slides and riprap work. If the lack of adverse impact on the motoring public is adequate justification then an additional five day extension should be granted to the contractor.

DRA/b
att
cc: J. W. McNamee

ROY L. HOUCK CONSTRUCTION CO.
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

February 10, 1975

Mr. James McNamee
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Request for Time Extension, Contr. #8069.

Dear Sir:

Roy L. Houck Construction Co. requests a time extension for OSHD Contract #8069, Mile Post 3.6 Slide Section. We base the request for time extension on the following reasons:

1. The contractor commenced work on the 5th of December, 1974 and completed on January 9, 1975. It was during this 36 calendar day period that the traveling public was inconvenienced due to the rip-rap operation or a potential traffic hazard from the contractor's work sequences. The rip-rap was placed prior to high water in the Clackamas River, so the contract objectives were achieved timely. The contractor prosecuted the work with adequate men and equipment to complete the project within the contract allotted time, but because of schedule conflicts with additional work required by the Oregon State Highway Division on Contract #8052, S.Fork Clackamas-Bull Creek Section, which required the use of like equipment, the contractor was unable to schedule the work within the time period as anticipated at the time of award of Contract #8069. The conditions which affected the schedule of work are as follows:

(a) The use of the 80D Northwest Dragline to do additional embankment foundation due to differing site conditions in the 1214-1220 area. This work was necessary prior to placement of any rip-rap in the area and consequently extended the work schedule.

(b) An embankment failure in the 1216-1218 area above the rip-rap which required the re-mobilization of the 80D Dragline to the area, excavation of the material within the slide area, and placement of additional granular embankment material used to stabilize the failure.

2. The scheduling of the asphalt pavement was delayed due to the holiday season. The contractor was to purchase the asphalt tonnage from the Gordon Ball Co. and intended to use their lay-down equipment to place the material. During the period in December when the paving became available, the Ball organization was busy doing other State work and were not able to supply the contractor as anticipated because of the lateness of the schedule. Other commercial supplies were either committed or the plants were down because of the holidays. As soon as commercial supply and weather conditions allowed, the contractor, at additional cost, completed this phase of the work, which also completed the project.

Because the conditions as outlined are both lineal and concurrent in nature, and the contractor demonstrated by performance (36 calendar days) that he would have completed the project timely (50 calendar days) had not the schedules conflicted, we request that a 30 day time extension be granted this contract.

Respectfully yours,

ROY L. HOUCK CONSTRUCTION CO.

Jim Lambie

By: Jim Lambie

JEL:jl
encl.

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 4, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 80 days, within which to complete our Contract No. 8069, without the assessment of liquidated damages. The said contract is described as follows:

M.P. 3.6 Slide Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached letter

Respectfully submitted,

ROY L. HOUCK CONSTRUCTION CO.
Contractor

By John Lanbie

CONSENT OF SURETY

Date FEBRUARY 11, 1975

We, PEERLESS INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Dallen
Attorney-in-fact

UPDEGRAFF INSURANCE, INC.
by Alice Dallen
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8069 Contractor Roy L. Houck Construction Company

Highway FAS 131 (Clackamas River Road)

Section M.P. 3.6 Slide

Kind of Work Grading, Paving & Riprap

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 30 day extension of contract time because of delay from work added by State on Contract No. 8052, the seasonal impact resulting from this and the riprap quantity overrun.

Recommended for Approval:

Division Engineer

Bond
for Construction Engineer or ~~Bridge Engineer~~

H S Coulter
~~Asst.~~ State Highway Engineer

[illegible]

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

8069

R

March 28, 1973

Rathbone, King & Seeley
310 S.W. 4th Street
Portland, OR 97204

Gentlemen:

On March 20, 1973, we wrote to you concerning release of final payment on Contract No. 8069 awarded to Roy L. Houck Construction Co. for work on M.P. 3.6 Slide Section of FAS 131 (Clackamas River Road) in Clackamas County.

Final payment on this contract is $3,044.90 and the total contract amount is $60,897.90. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fw

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8069

FORM 2-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: M.P. 3.6

WEEK ENDING: February 8, 1975

SECTION PREFIX: 503-1032

HIGHWAY: FAS 131 (Clackamas River Rd)

COUNTY: Clackamas

NAME OF JOB: M.P. 3.6 Slide Section

KIND OF WORK: Grading, Paving, and Riprap

CONTRACTOR: Roy L. Houck Construction Co.

CONTRACT NUMBER: 8069

FEDERAL AID PROJECT NUMBER: ER-314(1)

DATE OF CONTRACT: October 4, 1974

DATE WORK STARTED: Nov. 8, 1974

ESTIMATED COMPLETION DATE: January 9, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 50

CALENDAR DAYS USED: 80

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 160

PROJECT AUTHORIZATION: $ 72,930.78

EXCLUSIVE OF ENGINEERING: $ 66,561.28

ENGINEERING AUTHORIZATION: $ 6,369.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,561.28

ENGINEERING COST TO DATE: $ 5,770.85

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 91 %

DATE PROJECT WAS COMPLETED: January 9, 1975

Date of semi-final Feb. 7, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Riprap	
100		100				100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1		0.1	0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED	"	"		"	"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	410	400		4550	190
TOTAL QUANTITIES CORRECTED TO DATE	400	417		4935	259
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	400	417		4935	259
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Cloudy			
MONDAY	3	"			
TUESDAY	4	Showers			
WEDNESDAY	5	Cloudy			
THURSDAY	6	Rain			
FRIDAY	31	Cloudy			
SATURDAY	1	"			

RECEIVED
FEB 10 1975
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Johnson
Walter
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity.
MONDAY 3	"
TUESDAY 4	"
WEDNESDAY 5	"
THURSDAY 6	"
FRIDAY 31	"
SATURDAY 1	"

REMARKS

Semi-final submitted to Region office on Friday February 7, 1975.

SIGNED ______ LOCATION Portland.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8069

December 11, 1974

Clackamas County
Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5158

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering flood damage repair on Arndt Road, Knights Bridge Road, Clackamas River Road and Barton Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

8069 0-12-3

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12-6-74

STATE Oregon
COUNTY Clackamas
PROJECT NO. ER-314(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds. County FAS Routes, Clackamas County

Complete agreement in # 8073

PROJECT CLASSIFICATION OR PHASE OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)			
PRELIMINARY ENGINEERING		1-14-74	0.97
RIGHTS-OF-WAY			
CONSTRUCTION	Temporary Permanent	1-14-74 7-10-74	0.97
OTHER (Specify)	Permanent Permanent	9-04-74 10-02-74	

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 159,091.44

FEDERAL FUNDS $ 159,091.44

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer DEC 6 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

8069

October 4, 1974

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on October 2, 1974, accepted your proposal for work on the M.P. 3.6 Slide Section of FAS 131 (Clackamas River Rd.) in Clackamas County for the sum of $62,995. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8069.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. V. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Walt Hart
Vince Gallagher
E. L. Hardt
James McNamee
Don Trout
Wm. Geibel (SAIF)

8069

September 20, 1974

Clackamas County
Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5088

Gentlemen:

Attached for your files is a fully executed construction-finance agreement for placing of riprap and restoration of the Clackamas River Road Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (agree. att.)

8069   9-9-74

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-314(1)

STATE PROJECT NO.: MP 3.6 Slide Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ER-49

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 3 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: September 4, 1974

DATE AUTHORIZATION EFFECTIVE: September 4, 1974

FEDERAL ROUTE NUMBER: Secondary Route 131

STATE ROUTE NUMBER: County Road

NOTED
E. S. HUNTER

GENERAL LOCATION: Clackamas River Road

GENERAL DESCRIPTION OF WORK: Replacement of roadway slopes with riprap and restoration of roadway shoulders.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Permanent Striping $100.00
Temporary Erosion Control $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's August 29, 1974 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

10-4-74
ORIGINAL TO
L.W. Rulien
w/att.

RECEIV
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 9-9-74

SIGNATURE OF APPROVING OFFICIAL: CRBurghardt for

TITLE: Division Engineer

FORM PR-1240 (REV. 6-74)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Copy to:- John Oaks
D.E. Swan
C.G. Swenson
B.L. Hardt - Reg I

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 131

Project Name ER, January 1974 Storm Damage
Clackamas River Road, M.P. 1.6

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 22nd day of August, 1974

Clackamas County

Fred Stefani
Chairman

____
Commissioner

Thomas D. Telford
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ DE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

7/3 File

74-1108

D

SLOPE EASEMENT

In and for the consideration of the improvement by construction and maintenance of a part of Road No. 1150, we the undersigned ERNESTINE MARONNA and ________________, hereby grant to Clackamas County, for the purpose of said improvements, located in Section 14C, Township 2 South, Range 4 East of the Willamette Meridian, permission to construct an excavation or embankment slope on our property on the North side of and beyond the right of way of said road. Rip Rap protection will be put in on the south side of the Clackamas River.

This permission is not to be construed as a grant of land but only as a trespass permission as set forth in the preceeding paragraph.

This trespass is granted upon property desribed in Book 413 on Page 168, RECORD OF DEEDS for Clackamas County, Oregon.

WITNESSES:

________________ Ernestine Maronna

________________ ________________

STATE OF OREGON)
) ss.
County of Clackamas)

BE IT REMEMBERED, That on this 9th day of August, 1974, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Ernestine Maronna, and ________________, who are known to me to be the identical individuals described in an who executed the within instrument and acknowledged to me that ~~they~~ she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Notary Public for Oregon

My Commission Expires March 13, 1976

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ DE
☑ DPE ☐ CE ☐ RE ☐ DPE ☐

County Clerk, Ex-Offic
es and Ex-Officio Cle
the State of Oregon,
s, do hereby certify t
writing was received for
rds of said county at
9 52
deed
ORDER C
ffixed.
GEORGE D. POPPEN
County Clerk,
Deputy.

23633

74 23633

SLOPE EASEMENT

In and for the consideration of the improvement by construction and maintenance of a part of Road No. 115-0, we the undersigned William O. Moore and ~~Beulah P. Moore~~ deceased!, hereby grant to Clackamas County, for the purpose of said improvements, located in Section 14D, Township 2 South, Range 4 East of the Willamette Meridian, permission to construct an excavation or embankment slope on our property beyond the right of way of said road. Rip Rap protection will be put in on the south side of the Clackamas River.

This permission is not to be construed as a grant of land but only as a trespass permission as set forth in the preceeding paragraph.

This trespass is granted upon property desribed in Book 619 on Page 624, RECORD OF DEEDS for Clackamas County, Oregon.

WITNESSES:

William O. Moore

STATE OF OREGON)
) ss.
County of Clackamas)

BE IT REMEMBERED, That on this 5 day of Aug, 1974, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named William O. Moore, and ________, who are known to me to be the identical individuals described in an who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Notary Public for Oregon

My Commission Expires 4-1-77

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8069

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

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AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we

encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

Date 8-7-74

County Clackamas

River Clackamas

Name of Applicant OSHD

State Permit No. 1652 Corps of Engineers PN. No. ________

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  - (✓) a. turbidity increase limited to 5 JTU's over background.
  - ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  - ( ) c.

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials~~, waste materials, and spoils shall be placed:
  - (✓) a. above the bankline (elvation ________).
  - ( ) b. above Mean Higher High Water.
  - ( ) c. behind previously constructed berms.
  - ( ) d. only on sites approved by the Division of State Lands.
  - ( ) e.

( ) 4. Waste Waters from the project
  - ( ) a. shall not be allowed to re-enter the waterway.
  - ( ) b. shall be provided adequate settling time.
  - ( ) c. shall meet conditions of DEQ permit.
  - ( ) d.

(✓) 5. There shall be no removal or filling in the ~~permit area~~ water between (dates) Sept. 15- July 1 for the following reasons: ________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  - ( ) a. between the dates of Sept. 15- July
  - ( ) b. except to construct or maintain berm, such work to be done only between the dates of ________
  - ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  - ( ) a. placed in a single channel
  - ( ) b. returned to the channel described on page 2 of the application.
  - ( ) c. returned to the original channel

- - more - -

LO 8/7/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
   ( ) a. leveled
   ( ) b. connected to the stream
   ( ) c. by (date) ____________________
   ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
   ( ) a. ______________ feet (below) (above) ordinary low water
   ( ) b. ______________ feet (below) (above) the streambed
   ( ) c. the water surface level at time of operation
   ( ) d.

( ) 5. A new channel may be constructed under these conditions:
   ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
   ( ) b. the new channel shall have a pool-riffle ratio of ______________
   ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
   ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
   ( ) e. the new channel shall be completely excavated before diverting the stream flow
   ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed ~~on disturbed or damaged streambanks~~:
   (✓) a. in a manner that does not appreciably increase the upland surface area
   ( ) b. before (date) ____________________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material,~~ re- vegetat~~ive~~ ~~cover on the slopes.~~ The cover shall include but not be limited to:
   (✓) a. grass/legumes
   ( ) b. shrubs
   ( ) c. trees
   ( ) d.

(✓) 3. All riprap shall be placed from above the bankline.

(✓) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) 2:1 unless hand placed

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels from toe trench or other approved site may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

'74 ER
fas 131, Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

August 13, 1974

RECEIVED
COUNTY & CITY SECTION
AUG 15 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

Harold Reynoldson
Rural Program Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: ER January, 1974 Storm Damage
Clackamas River Road Section
Mile Post 3.6 1.6
FAS 131

Enclosed are copies of the slope easements necessary for the rip-rap protection of the Clackamas River Bank at Mile Post 3.6 1.6 on FAS 131.

These easements should be sufficient to perform all work required for this project.

Concerning the Arndt Road-Pudding River Project, it is our understanding that you have asked Marion County to secure the required easement. If this is not the case, please provide us with the information necessary to secure the property in question.

WINSTON W. KURTH - County Engineer

BY Rod Wichman

ROD WICHMAN - Chief Engineer

/fh

Called Rod
He said they had a 60"
B/w. We will put the 75'
easement line on map for a
control limit for the contractor
HR

July 25, 1974

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention Mr. Rod Widkman

Re: ER, January 1974 Storm Damage
Clackamas River Road Section, M.P. 3.6
FAS 131
Clackamas County

Dear Mr. McIntyre:

One copy of the sketch showing the area needed for an easement for this repair project is enclosed.

When you return the right-of-way information to us please include both the newly acquired right-of-way, as well as the existing right-of-way the county has at this location.

Very truly yours,

H. S. Cox
County and City Engineer

By

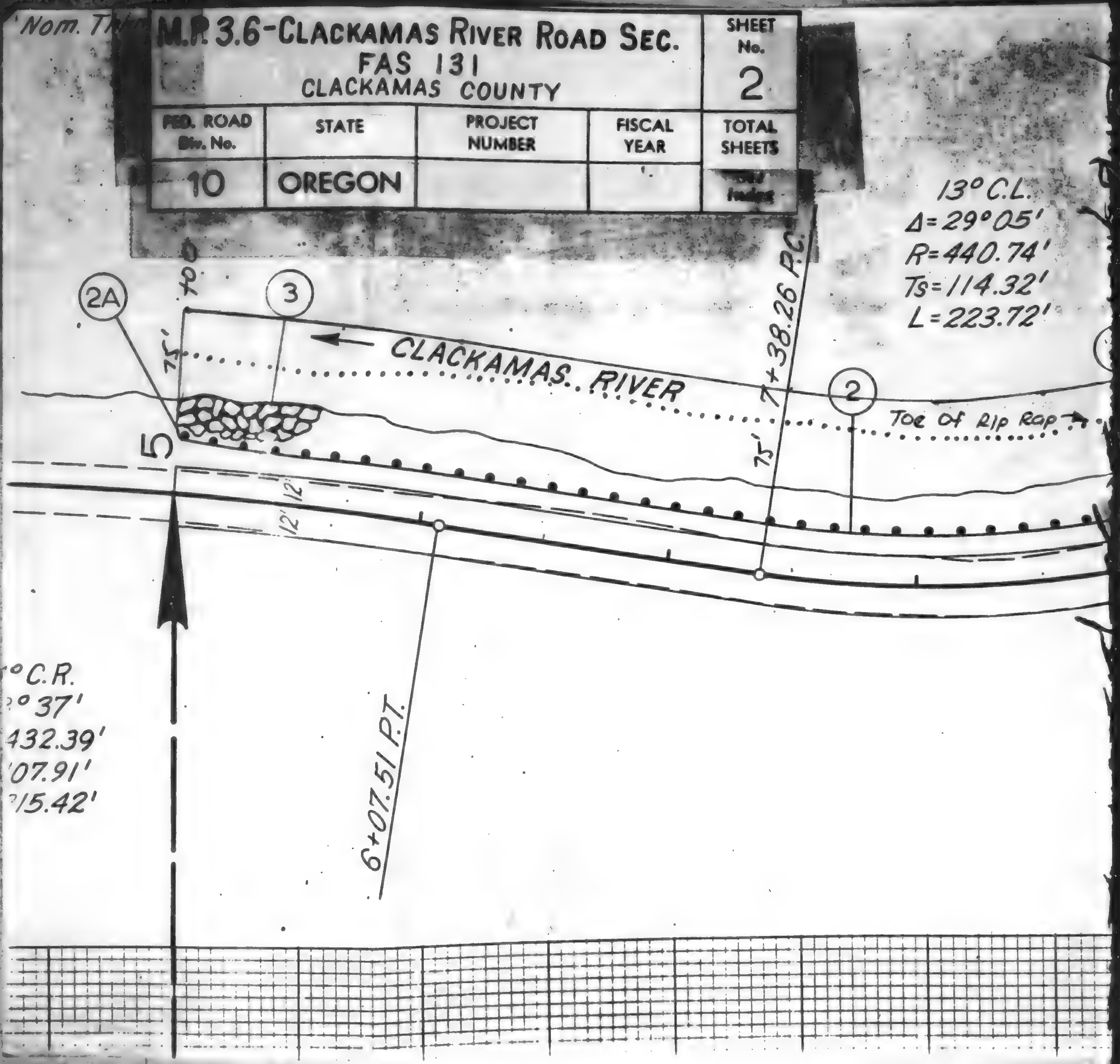
HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

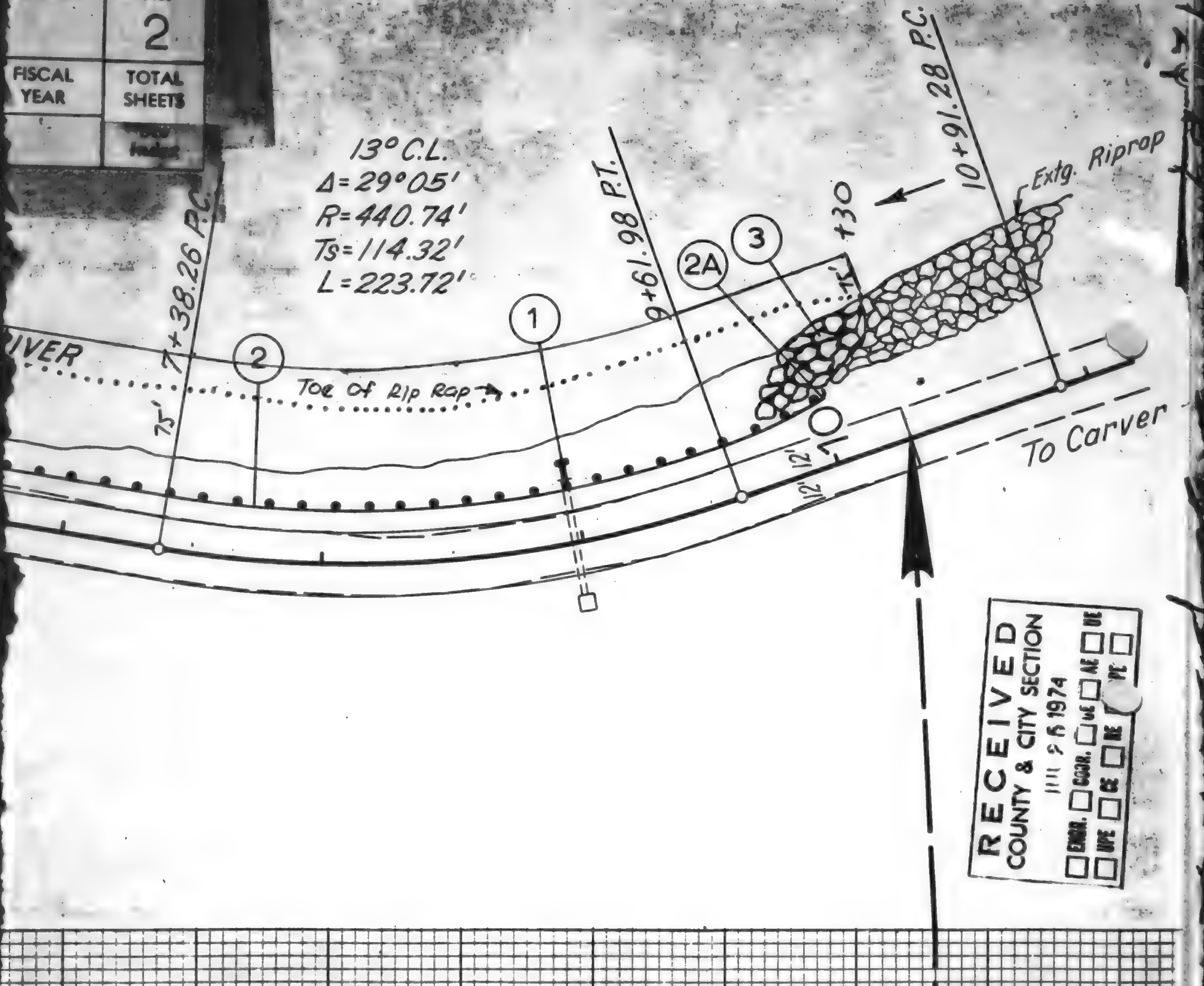
Encl.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

M.P. 3.6-CLACKAMAS RIVER ROAD SEC. FAS 131 CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			[illegible]


'Nom. Thi
13° C.L.
Δ=29°05'
R=440.74'
Ts=114.32'
L=223.72'
2A
3
2
5
+00
75'
75'
12'
12'
CLACKAMAS RIVER
Toe of Rip Rap
7+38.26 P.C.
6+07.51 P.T.
°C.R.
°37'
432.39'
07.91'
15.42'

SEC.	SHEET No. 2
FISCAL YEAR	TOTAL SHEETS
	Index


13° C.L.
Δ=29°05'
R=440.74'
Ts=114.32'
L=223.72'
7+38.26 P.C.
9+61.98 P.T.
10+91.28 P.C.
+30
Extg. Riprap
RIVER
Toe of Rip Rap
1
2
2A
3
75'
12'
12'
12'
To Carver

RECEIVED
COUNTY & CITY SECTION
1974
☐ ENGR. ☐ CCGR. ☐ UG ☐ AE ☐ UE
☐ UPE ☐ CE ☐ DE ☐ PE ☐

U.S. DEPARTMENT OF TRANSPORTATI[illegible]EDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 7-10-74	FE[illegible]L AID PROJECT NO. [illegible]-314(1)
	STATE PROJECT NO. CLACKAMAS COUNTY FAS ROUTES

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS
	ITEM NO. ER-49	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
JUL 11 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

DATE PS&E APPROVED JULY 10, 1974	DATE AUTHORIZATION EFFECTIVE JULY 10, 1974	FEDERAL ROUTE NUMBER VARIOUS
		STATE ROUTE NUMBER COUNTY ROADS

GENERAL LOCATION:

FAS 117, 131 AND 809

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S JUNE 18, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $14,158.42.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY COUNTY FORCE ORDERS 1, 2 AND 3 HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND ARE HEREBY APPROVED.

SIGNED COPIES OF COUNTY FORCE ORDERS 1, 2, AND 3 ARE RETURNED HEREWITH.

DATE 7-10-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR
☐ UPE ☐ CE ☐

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER-314 (1), Date June 17, 1974

Highway FAS 809 - BARTON BRIDGE

County Clackamas Prefix 3-9501-09 Account No. ______

Description of Work To Be Done:

PROTECTION OF BRIDGE BENTS FROM DEBRIS BY PLACEMENT OF STEEL BUMPER PILES AND FENDERS

APPROVED EFFECTIVE DATE JUL 10 1974
Contingent upon modification of project agreement if additional funds are required
BY Original Signed By VERNON V. CUSACK
TITLE Engineering Coordinator
DATE JUL 10 1974
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP. to MP.

COUNTY BRIDGE #6560

Estimate of Quantities and Costs:

Labor

Bridge Carpenter	- 120 @ 5.76	= $691.20
Operator	- 90 @ 5.99	= ~~479.20~~ 539.10
Foreman	- 80 @ 6.26	= 500.80
TOTAL		~~$1671.20~~ 1,731.10

Engineering

Bridge Inspector	- 80 @ 5.50	440.00
Engineer	- 20 @ 8.98	179.60
TOTAL		$ 619.60

Equipment

Crane and Piledriver	- 80 @ 11.00 =	$880.00
Misc. Trucks and Equip	-	250.00
		$1130.00

Material

7040 BFM - 4x12 Treated Timer	$2992.00
6 - 10BP - 42 @ 189.00	1134.00
Bolts and Hardware	475.00
	$4601.00

Explanation:

TOTAL ESTIMATE ~~$8021.80~~ 8081.70

High water in an overflow channel deposited debris and created erosion around pile bents. Sway braces were damaged, and positive protection is needed to prevent serious damage in the future.

Submitted by: ______ Approved: ______

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RF ☐ RPE ☐

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 2

F. A. Project No. ER-314 (1) **Date** June 17, 1974

Highway FAS 117 ARNDT ROAD NEAR PUDDING RIVER BRIDGE approx MP 1.75

County CLACKAMAS **Prefix** 3-9501-09 **Account No.**

Description of Work To Be Done:

RESTORE SURFACE AREA, DEBRIS REMOVAL AND FILL HAVE BEEN COMPLETED

APPROVED EFFECTIVE DATE JUL 10 1974
Contingent upon modification of project agreement if additional funds are required
Original Signed By
BY VERNON V. CUSACK
TITLE Engineering Coordinator
DATE JUL 10 1974
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP. to MP.

150+00 to 181+00

Estimate of Quantities and Costs:

LABOR

Laborer	16 @ 4.15 =	$ 66.40
Operator	4 @ 5.99 =	23.96
Truck Driver	24 @ 4.23 =	101.52
Foreman	4 @ 6.26 =	25.04
		$216.92

EQUIPMENT

Asphalt Spreader	4 @ 2.70 =	$10.80
10 Cu. Yd. Trucks	20 @ 5.00 =	100.00
Roller	4 @ 3.15 =	12.60
Misc. Equipment		50.00
		$173.40

ASPHALT EMULSION 1 ton @ 70.00 = $70.00

MATERIAL 3/4-0 Cover Material
13 C.Y. @ 3.25 = 42.25
Explanation: Asphalt Emulsion 70.00
$112.25

TOTAL $502.57

Flooding of Pudding River washed out approaches to overlow structure east of Pudding River Bridge.

Submitted by: **Approved:**

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 3

F. A. Project No. ER-314 (1) Date June 17, 1974

Highway FAS 117 KNIGHTS BRIDGE ROAD - MOLALLA RIVER BRIDGE SECTION

County CLACKAMAS Prefix 3-9501-09 Account No.

Description of Work To Be Done:

PERMANET RESTORATION OF SHOULDER EROSION WITH PIT RUN EMBANKMENT AND A.C. SURFACING OF SHOULDER AND SLOPE

APPROVED EFFECTIVE DATE JUL 10 1974
Contingent upon modification of project agreement if additional funds are required
Original Signed By
BY VERNON V. CUSACK
TITLE Engineering Coordinator
DATE JUL 10 1974
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP. to MP.

MP 2.75 to 3.00 (County System)

Estimate of Quantities and Costs:

LABOR

Laborer	300 - @ 4.15	=$1245.00
Truck Driver	120 - @ 4.23	= 507.60
Foreman	40 - @ 6.26	= 250.40
Operator	10 - @ 5.99	= 59.90
	TOTAL	$2,062.90

MATERIAL

Pit Run Embankment	250 @ 2.00	= $500.00
3/4-0 Rock	125 cu. yd @ 2.75	= 343.~~00~~75
Class "B" A.C.	195 ton @ 9.00	17~~7~~55.00
		~~$2,618.25~~ 2,598.75

EQUIPMENT

10 Cu. Yd. Trucks	120 @ 5.00	= $~~5~~600.00
Grader	10 @ 6.25	= 62.50
Mis. Equipment		250.00
		$912.50

Explanation:

TOTAL ESTIMATE ~~$5,993.66~~ 5,574.15

High Water overflowed roadway causing considerable erosion on downstream section of roadway from Canby Grove Park westerly approximately 1600 feet.

Submitted by: Approved:

info

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 6-93

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 6-25-74
BY (Signature) L. W. RULIEN'S JUNE 18, 1974 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974-ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 49 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
49	ER-314(1)	0.97	118,257.44	118,257.44

6-25-74

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
CLACKAMAS COUNTY FAS ROUTES FAS-117 MP 1.75, 2.75 TO 3.0 FAS 131 MP 1.6 FAS 809 MP 0.9 STATE OF OREGON.	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT FLOOD REPAIR.

RECEIVED
COUNTY & CITY SECTION
JUN 27 1974
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA – OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-25-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-86
(Rev. 8-71)

GPO 915-890

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 24, 1974

FROM: Robert T. Ewen
Resident Locating Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: Transmittal of Survey Records

ER Project
MP 3.6 Carver-Park Place Section
Clackamas River Road
Prefix 503-1472-02

The following data is submitted herewith -

1 book	Transit, profile and cross section notes
1 roll	Detail Map Federal Aid size (Mylar)
1 roll	Cross-sections (Henskin)
1 folder including	Location Cost Estimate Estimate Calculation Data Narrative Report Locating Engineer's Statement Photographs Correspondence from Corps of Engineers Regional Geology Report

6/27/74
P.L. Carstensen
We have check the over run of the estimate with Wally Bryant (FHWA). He questions the volume of rip rap - it is approx 4 times his estimate.
HR

RTE/b
att
cc: Edward L. Hardt
Dan Gano

LOCATION NARRATIVE REPORT
ER PROJECT
CARVER-PARK PLACE SECTION
CLACKAMAS RIVER ROAD
CLACKAMAS COUNTY
Prefix 503-1472-02

Robert T. Ewen
Resident Locating Engineer
June, 1974

Purpose of Survey This is an Emergency Repair, Federal-Aid project to replace washed out roadway embankment with Class 2000 riprap slope protection.

Location of Project The project area is located in the S½ Section 14, T2S, R2E, W.M., in Clackamas County on Market Road No. 28, also known as the Clackamas River Road (FAS 131). This road generally follows the south bank of the Clackamas River.

The project begins 4.6 miles easterly from Park Place Interchange. The end of the project is approximately 1.7 miles west of Carver.

Project Statistics Project length is 0.1 mile, ADT 900.

Right of Way No additional right of way is required.

Special Considerations Class 2000 riprap is proposed with a minimum horizontal thickness of nine (9) feet. As a measure to help minimize river siltation, the riprap should be placed one foot above the water elevation before constructing the selected borrow material.

The roadway through the project area is winding and consists of narrow shoulders. It is bounded by rock bluffs on the south and the Clackamas River on the north. Because of this confinment, one-way traffic is anticipated during construction.

Adequate signing and flagging is paramount to help alleviate traffic hazards.

Material Source Three material sources have been considered for this project. (See attached report from Regional Geologist.)

Special Provisions Selected borrow material to consist predominately of rock fragments or gravel of varying sizes, or combinations thereof. Relatively free of silts and clays to provide a well-filled dense course of material.

Municipal Water Supplies There are four pumping stations located downstream from the project area which provide water for the cities of Clackamas, Oregon City, Lake Oswego and Gladstone. The closest pumping station begins 1.8 miles from the project site, the farthest being 4.5 miles.

Utilities Power lines - Portland General Electric's Gresham-McLoughlin overhead transmission line (230KV) crosses transversly to Clackamas River Road at Station 8+00. These lines are approximately 100 feet above the roadbed.

No gas, water or telephone facilities are within the project area.

Mapping Control The control line used for mapping was established by approximating the painted center line stripe of the existing roadbed. The stations of the mapping line were assumed. Assumed elevations were used for vertical control

GOVERNMENT AGENCIES CONTACTED

Oregon Fish Commission
Oregon Wildlife Commission
Corps of Engineers

REPLIES RECEIVED FROM

Corps of Engineers

Reply from Oregon Fish Commission has not been received.

Form 01.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 19, 1974

FILE:

Dan Gano

FROM: DAN GANO
Regional Geologist

TO: EDWARD L. HARDT
Regional Engineer

SUBJECT: POSSIBLE SOURCES OF CLASS
"2000" RIPRAP
MP 3.6-Carver-Park Place (E.R.)
Clackamas River Road
Clackamas County
Prefix: 503-1472-02

The following quarries should be considered as possible sources of Class "2000" riprap for this E.R. project:

1. Seventh Day Adventist Camp: Located just west of the East Portland Freeway, Gladstone Interchange (S.E. ¼ Sec. 17, T. 2S R. 2E). Approximately 5.7 miles from the project by way of the Park Place Interchange and Clackamas River Road. Class "2000" riprap that has been drilled and shot, appears to be readily available at this site. The cost is reportedly $1.25 per yard if loaded and hauled by the contractor. Contact Mr. Eldon Yates, Camp Supervisor (Phone No. 233-6371).

2. Fischer Quarry: Located on Strawbridge Road approximately 0.2 mile N.W. of Fischers Mill (N.E. ¼ Sec. 4, T. 2S R. 3E). Approximately 5.0 miles from the project by way of the Clackamas River, Springwater and Strawbridge Roads. Visual observations indicate that Class "2000" riprap is available at this site. Drilling and shooting will be necessary. Contact Marlene Fischer, 20990 S. Fischers Mill Road, Oregon City 97045 (Phone No. 631-2323).

3. Hardscrabble Quarry (Clackamas County Ownership): Located approximately 2.0 miles east of Carver on the Clackamas River Highway (S.E. ¼ Sec. 17, T. 2S R. 3E). Approximately 4.2 miles from the project by way of Clackamas River Road, Bakers Bridge (Carver) and the Clackamas River Highway. There appears to be some possibility that Class "2000" riprap could be selected from the existing floor of the quarry without drilling and shooting.

The Seventh Day Adventist property seems to be the most promising source of riprap for this project.

DG/lms
cc: C. T. Keasey
J. H. Versteeg
Victor Wolfe
F. W. Yarbrough
Bob Ewen
Environmental Unit

R. T. EWEN
RES. LOC. ENGR.

LOCATION ESTIMATE

ER PROJECT
MP 3.6 CARVER-PARK PLACE SECTION
CLACKAMAS RIVER ROAD
Prefix 503-1472-02

Robert T. Ewen
Resident Locating Engineer
June, 1974

SECT.	ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
110	Mobilization	Lump Sum	3,150.00	1	3,150
111	Temporary Protection & Direction of Traffic	Lump Sum	4,840.00	1	4,840
201	Clearing & Grubbing (Med.) Info Only	Acres	2,500.00	0.4	1,000
203	General Excavation	CY	2.00	450	900
	Selected Borrow Material	CY	3.50	480	1,680
205	Truck Haul on Loose Rip Rap	Ton-Mile	0.22	56,180	12,360
206	Trench Excavation	CY	6.00	5	30
233	Watering	M-Gal	3.30	9	30
304	Course Aggregate Base	Ton	3.75	480	1,800
	3/4"-0 Aggregate Base	Ton	4.35	60	270
403	Class "B" AC Mixture	Ton	10.00	130	1,300
	Asphalt Cement in Mixture	Ton	90.00	8	720
407	Asphalt Tack Coat	Ton	130.00	0.38	50
603	18" Culvert Pipe	LF	8.00	10	80
606	Guard Rail (Type 1)	LF	4.50	500	2,250
620	Loose Rip Rap (Class 2000)	Ton	3.00	10,800	32,400
623	Salvage & Reinstall Guide Posts	EA	5.00	6	30
	EXTRA WORK Striping by others				
			Sub-Total		62,890
		+20% Engineering & Contingencies			12,610
			TOTAL		$75,500

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

File: 503-1472-2

NPPND-RF

14 June 1974

Oregon State Highway Division
ATTN: Mr. Robert Ewen, Resident Engineer
P. O. Box 02157
Portland, OR 97202

Re: Carver-Park Place Section (Mi. 3.6)
Clackamas Road - FAS-131
Clackamas County

Gentlemen:

The Oregon State Highway Division project referenced above, involving the placing of riprap bank protection is located upstream of the portion of the Clackamas River that is considered navigable by the Portland District, Corps of Engineers.

Because of the non-navigable status of the stream, at the project location, no permit pursuant to Section 10 of the River & Harbor Act of 3 March 1899 from the U. S. Army Corps of Engineers is required.

Sincerely,

John K Payne
JOHN K. PAYNE, Acting Asst. Chief
Regulatory Functions Branch

R. T. EWEN
6-18-74
RES. LOC. ENGR.

FAS 131

June 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 49, Project Number ER-314(1) for the Clackamas County FAS Routes .... which we desire to include in the Federal-aid Emer- gency Relief Program occasioned by the January 1974 storms.

PS and E documents will be submitted as soon as the program is approved and as the plans are finished with an authorization amount of $87,000.

We will send six copies of three County Force Orders covering the permanent repairs on FAS 809 and a portion of FAS 117, for your approval, under separate cover.

The title sheet plan will be submitted with the project agreement.

DAR:bz

Clackamas

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO. 6-93

DATE SUBMITTED TO D.O. JUN 25 1974

June 18, 1974

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rds. County FAS Routes Clackamas Co.		1,800 1,500 800	3,000 2,500 1,300	94	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	P.E. Temp. & Perm. Flood Repair						74-1		ER-	314

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Emergency Relief	Clackamas	005

NAME OF URBAN AREA	ROUTES NO. FEDERAL-AID	STATE	U.S.
	117, 131 & 809	Co. Rds.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5	10			1	PE	3	Co. Rds. County FAS Routes in Clackamas County	0.97	$ 9,200.00	$ 9,200.00		
5					ROW		(FAS 117 MP 1.75, 2.75-3.0) (FAS 131 MP 1.6) (FAS 809 MP 0.9)					
5	30			3	CONST (CODE) Temp. & Perm. Stage 2 6201 x054	3	(Clackamas County FAS Routes)	0.97	109,057.44	109,057.44		
							PROJECT TOTALS	0.97	$118,257.44	$118,257.44		

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES JUN 25 1974

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 27 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS
Restoration of these roadway
necessary because of damage caused
severe storms in Oregon during Jan

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PS
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Clackamas Co - ER

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

6-93

JUN 25 1974

FORM PR-1 (REV. 4-61)

June 18, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ROJECT LOCATION (45 typewriter spaces) Co. Rds. County FAS Routes Clackamas Co.	ADT	PRESENT 1,800 1,500 800	FUTURE 3,000 2,500 1,300	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41

APPN CODE	098
ITEM NO.	49
D WORK (25 typewriter	. Flood Repair
NATL. FOREST	
EMERG. YR.	74-1
PL. AUTH YR	
PROJECT NUMBER — PREFIX LETTER(S)	ER-
NUMBER	314
SEQ. NO.	(1)
I. Projects Only — POST MI. / DESIG.	
	Emergency Relief
COUNTY NAME	Clackamas
CODE	005
ROUTES NO. — FEDERAL-AID	117, 131 & 809
STATE	Co. Rds.
U.S.	
PROGRAM STAGE	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	Co. Rds. County FAS Routes in Clackamas County	0.97	$ 9,200.00	$ 9,200.00			P.E. all phases incl. PS & E prep., temp. & perm., restoration consisting of debris removal, riprap, embankment in place, surfacing, A.C. pave & pier protection.
OW		(FAS 117 MP 1.75, 2.75-3.0) (FAS 131 MP 1.6) (FAS 809 MP 0.9)						
NST & Perm. e 2	3	(Clackamas County FAS Routes)	0.97	109,057.44	109,057.44			(Work by County Forces and regular contract.)
	PROJECT TOTALS		0.97	$118,257.44	$118,257.44			

OVAL DATES
UN 25 1974

EGON DIVISION

REMARKS

Restoration of these roadways was made necessary because of damage caused by the unusually severe storms in Oregon during January 1974.

(-OVER-)

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Clackamas County FAS Routes
Project No. ER-314(1)

Remarks continued:

FAS 117 Knights Bridge Road-Molalla River Bridge Section
MP 2.75-3.00 (1,500') Existing Facilities: Two 12-foot oiled surface travel lanes with 2 1/2-foot shoulders.

Project Data: Flood waters in the Molalla River overflowed the roadway in four locations, depositing debris and causing erosion of the roadway embankment and surface rock. Temporary repairs consisted of debris removal, replacement of embankment with river run gravel and placing rock surface on damaged sections to restore the roadway to traffic. Permanent repairs will consist of the restoration of shoulder erosion with pit run embankment, replacing shoulder rock and paving the shoulder and embankment slope with class 'B' AC. The estimated costs of the temporary repairs by County forces is included in the amounts shown for Arndt Road.

Permanent Repair:	Labor	$2,062.90
	Equipment	912.50
	Material	2,598.75
	Total	$5,574.15

County force order
Materials: 250 cu. yd. pit run embankment, 125 cy. 3/4"-0 rock and 195 ton class 'B' A.C.

FAS 117, Arndt Road, Pudding River Bridge Section
Sta. 150 to Sta. 181 (3,100) Existing Facility: Sta. 150 to Sta. 164 + 29.39 = two 12-foot lanes with 8' shoulders; Sta. 164 + 29.39 to Sta. 181 = two 9-foot lanes with 2' shoulders.

Project Data: Flood waters in the Pudding River caused extensive erosion of the main channel, minor erosion of the north approach to the Pudding River bridge, the complete washout of the roadway approaches to an overflow structure and erosion of roadway embankment. Temporary repairs consisted of debris removal, replacement of embankment with river run gravel and surface rock to restore
Permanent repairs consist of the replacement
County Forces at the overflow bridge and the
embankment, riprap and surfacing materials a
by regular contract. The estimated costs of
plished by County Forces on this as well as
follows:

Labor
Equipment
Materials
Total

Permanent Repairs:		
County Forces	Labor	
	Equipment	
	Material	
	Total	

County Force order
Future State Contract $47,000.

FAS 131 Clackamas River Road (MP 3.8 County
Existing Facility: 22-foot oil mat with 2'

Project Data: Flood waters in the Clackamas
of the roadway slope and shoulders resulting
the pavement edge in several locations. Tem
the removal of debris and the placing of gu
of the traveling public. Permanent repairs
regular contract and consists of the replace
riprap and the restoration of the roadway sh
of the repair work is as follows:

ounty FAS Routes
No. ER-314(1)

oad-Molalla River Bridge Section
isting Facilities: Two 12-foot oiled
h 2 1/2-foot shoulders.

ers in the Molalla River overflowed the
s, depositing debris and causing erosion
t and surface rock. Temporary repairs
val, replacement of embankment with river
ock surface on damaged sections to restore
Permanent repairs will consist of the
erosion with pit run embankment, replacing
the shoulder and embankment slope with
ated costs of the temporary repairs by
in the amounts shown for Arndt Road.

Labor	$2,062.90
Equipment	912.50
Material	2,598.75
Total	$5,574.15

pit run embankment, 125 cy. 3/4"-0 rock and

ding River Bridge Section
00) Existing Facility: Sta. 150 to Sta. 164
nes with 8' shoulders; Sta. 164 + 29.39 to
es with 2' shoulders.

rs in the Pudding River caused extensive
nel, minor erosion of the north approach to
, the complete washout of the roadway approaches
and erosion of roadway embankment. Temporary
ris removal, replacement of embankment with

river run gravel and surface rock to restore the roadway to traffic. Permanent repairs consist of the replacement of surfacing material by County Forces at the overflow bridge and the replacement of roadway embankment, riprap and surfacing materials at the Pudding River bridge by regular contract. The estimated costs of the temporary work accomplished by County Forces on this as well as Knights Bridge Road is as follows:

	Labor	$ 1,947.95
	Equipment	2,075.50
	Materials	2,480.75
	Total	$ 6,504.20
Permanent Repairs:		
County Forces	Labor	$ 216.92
	Equipment	173.40
	Material	112.25
	Total	$ 502.57

County Force order
Future State Contract $47,000.

FAS 131 Clackamas River Road (MP 3.8 County System) (Length 500")
Existing Facility: 22-foot oil mat with 2' gravel shoulders.

Project Data: Flood waters in the Clackamas River resulted in erosion of the roadway slope and shoulders resulting in a vertical dropoff at the pavement edge in several locations. Temporary repairs consisted of the removal of debris and the placing of guideposts for the protection of the traveling public. Permanent repairs will be accomplished by regular contract and consists of the replacement of roadway slopes with riprap and the restoration of the roadway shoulder. The estimated costs of the repair work is as follows:

(-CONT.-)

Temporary:

Labor	$ 576.17
Equipment	432.07
Material	30.39
Total	$1,038.63

Permanent repair by future State contract is estimated to cost $40,000.

FAS 809 Barton Bridge Section MP 0.9
Existing Facility: 180-foot steel arch bridge with 616-foot timber approach trestle and 26' roadway.

Project Data: Flood waters from the Clackamas River deposited debris on the timber trestle approach bents, resulting in one broken sway brace, minor erosion around the footings of three of the timber bents and deposited considerable debris in the overflow channel upstream from the bridge. Temporary repairs consisted of the removal of debris accumulated around the bridge bents during flooding to prevent serious damage to the structure. Permanent repairs consist of driving six steel bumper piles and the construction of fenders to reinforce and protect the timber bents in the overflow channel from future flood damage. The estimated costs of the repair work is as follows:

Temporary Repair:

Labor	$ 252.71
Equipment	103.48
Total	$ 356.19

Permanent Repairs:

Labor	$ 1,731.10
Equipment	1,130.00
Material	4,601.00
Engineering	619.60
Total	$ 8,081.70

County force order

Materials: 7,040 BFM of 4 x 12 treated timbers, 6 - 10BP x 42 steel piles and miscellaneous bolts and hardware.

Requirements of PPM 90-1: A negative decl relief projects, statewide, for temporary damages to highways and highway facilities disaster or catastrophic failure, was subm by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from S District 2 Clearinghouse reviews under wor April 7, 1972 and October 16, 1970, respec

System Action, Airports, Railroads, Water and Recreational Areas: None involved.

Public Hearings, Location and Design Appro paragraph 3c of PPM 20-8.

Note: This project is in Congressional D

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

	$ 576.17
	432.07
	30.39
	$1,038.63

ontract is estimated to cost $40,000.

0.9
arch bridge with 616-foot timber

he Clackamas River deposited debris
ts, resulting in one broken sway
tings of three of the timber bents
in the overflow channel upstream
s consisted of the removal of debris
s during flooding to prevent serious
t repairs consist of driving six
ction of fenders to reinforce and
erflow channel from future flood
e repair work is as follows:

	$ 252.71
	103.48
	$ 356.19

	$ 1,731.10
t	1,130.00
	4,601.00
ing	619.60
	$ 8,081.70

ated timbers, 6 - 10BP x 42 steel
hardware.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 7, 1972 and October 16, 1970, respectively.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 2.

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☐ UPE ☐ CE ☐ RE ☐ RPE ☑

[illegible]

April 23, 1974

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Emergency Relief Projects
January 1974 Storm Damage

Attached are tabulations and summaries describing six proposed county ER (Emergency Relief) projects--two in Clackamas County, three in Columbia County, and one in Wallowa County.

The two projects in Clackamas County are for repairing roadway embankments and shoulders and placing a riprap protection blanket at each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at Mile Point 1.6 on Clackamas River Road, FAS 131. The total estimated cost of both these projects is $87,000 with no cost to the State.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on Fern Hill Road, FAS 567, at M.P. 1.27. The other two projects are on the Vernonia-Scappoose Road, FAS 609, at M.P. 2.8 and M.P. 7.0. The total estimated cost of all three of these projects is $647,000 with no cost to the State.

The project requested by Wallowa County is to construct a bridge over Bear Creek on Flora Road, FAS 32-100, at M.P. 17.35. The estimated cost of this project is $45,000 with no cost to the State.

These counties have requested that the State do the field work and award the contract and supervise the construction on their behalf.

These projects will be on the agenda for the April 30. I recommend your approval.

Attachments

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
Ed Hardt
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt kmb

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1974

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

~~TO:~~

SUBJECT: ER Projects
January, 1974 Storm Damage

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

OK ESH
4 additional to
jobs in the mill.

Attached are fifteen copies of the tabulations and maps describing and locating six proposed ER (Emergency Relief) projects; two in Clackamas County, three in Columbia County, and one in Wallowa County.

Both projects in Clackamas County are to repair roadway embankments and shoulders and place riprap protection blanket on each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at M.P. 1.6 on the Clackamas River Road, FAS 131.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on the Fern Hill Road, FAS 567 at M.P. 1.27. The other two are on the Vernonia-Scappoose Road, FAS 609 at M.P. 2.8 and M.P. 7.0.

The project in Wallowa County is to replace a bridge over Bear Creek on Flora Road, FAS 32-100 at M.P. 17.35.

The counties have requested that the State Highway Division do the field work and award the contracts and supervise the construction in their behalf.

If satisfactory, would you please present these projects to the Transportation Commission for approval at their April 30, 1974 meeting. A suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

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APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Also included in 3 page section

CLACKAMAS COUNTY
ER Project
January, 1974 Storm Damage

FAS 117: Pudding River Section, Arndt Road. Place riprap and restore shoulders, $47,000.

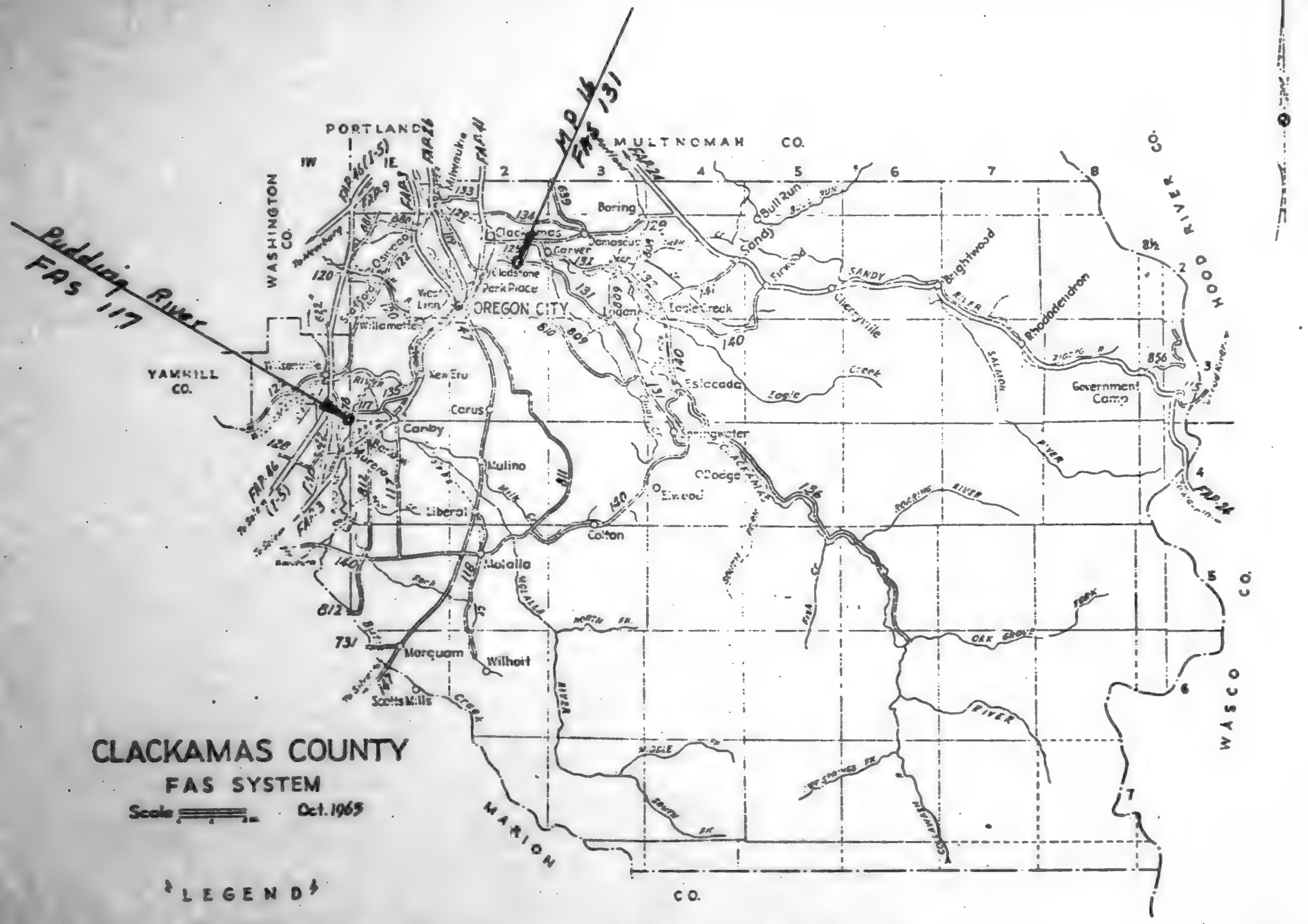
The bank and shoulder of this roadway was eroded away by high water. This project is to replace the necessary road bank and place a riprap protection blanket.

FAS 131: Clackamas River Road, M.P. 1.6. Place riprap, $40,000.

The bank of the road bed of this section was eroded away by high water of the Clackamas River in January, 1974. This project is to replace the necessary road bank and place a riprap protection blanket.

Cont. on next page

74-b
ER Project
4/18/74


Pudding River
FAS 117
MP 16
FAS 131
PORTLAND
MULTNOMAH CO.
WASHINGTON CO.
YAMHILL CO.
MARION CO.
WASCO CO.
HOOD RIVER CO.
OREGON CITY
Milwaukie
Clackamas
Gladstone
Park Place
Boring
Damascus
Carver
Logan
Eagle Creek
Sandy
Bull Run
Firwood
Cherryville
Brightwood
Rhododendron
Government Camp
Estacada
Springwater
Dodge
Elwood
Colton
Mulino
Carus
New Era
Canby
Liberal
Molalla
Marquam
Wilhoit
Scotts Mills
Wilsonville
Willamette
FAP 26
FAP 11
FAP 9
FAP 3
FAS 117
FAS 131
FAS 140

CLACKAMAS COUNTY

FAS SYSTEM

Scale Oct. 1965

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

ER Projects
Jan 1974 Storm Damage

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

er-fas

COUNTY ROAD ~~FAS-C~~ ER PROJECT REQUEST

Name of County Clackamas FAS No. 131 Date February, 1974
County Road Name Clackamas River Road
Section Name Approx M.P. 16
Type of Project Slope Protection
Location of Project (Attach sketch map) S. 1/2 Section 14, T2S, R2E, W.M.
ADT 900 Design Speed ____

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

NOT APPLICABLE

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

NOT APPLICABLE

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

* Slope Protection Type Rip Rap By Contract X

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No___X______
If answer is No, which of the following applies?
Contrary to public safety_________ Cost excessive to need or use___X______
Sparse population___X_________ Area exempt from bike law_____________
What is desired width of trail or walkway_____________ ft.
What type of surface treatment is desired_____________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No____________
What type of separation from roadway will be used?_____________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No____________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No___X_______

12. Will replacement be by: County____________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes_____ No__X__

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No_____
By seeding and mulching Yes_____ No__X__
By rock blanket Yes__X__ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No__X__

23. Can through traffic be detoured? Yes_____ No__X__

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired________________

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Must be done when stream flow is low and approval of ER project

Remarks re Section I:________________

II. BRIDGE PROJECT DATA

1. Name of river or stream________________

2. Name of bridge________________ NOT APPLICABLE

3. Dimensions of existing bridge. Length________ Roadway Width________

4. Type of design and material used in existing bridge.________________

5. Location (please attach map with location marked):________________
Section________ Township________ Range________ W.M.

6. Desired width of proposed bridge________ Approx. length________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) NOT APPLICABLE
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain______________________________

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______ NOT APPLICABLE

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type__________ Width__________
Shoulder surface: Type__________ Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______ NOT APPLICABLE

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure__________
S.E. quadrant distance from structure__________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

NOT APPLICABLE

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes NOT APPLICABLE No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

NOT APPLICABLE

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No ____
   - By Consultant? Yes ____ No X
   - By County? Yes ____ No S

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   - By State? Yes X No ____
   - By Consultant? Yes ____ No X
   - By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum ________

2. Is any additional right-of-way needed? Yes_____ No X

3. Should State prepare options? Yes_____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No X
If yes, give type and name of utility company:________________________
____

13. Are utilities on existing right-of-way by permit ______ or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district__________________
____
and dates between which water can be turned off: From_______________
To________________

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ____ Quarry RIP RAP ____ Cinders ____

2. Owner: County ____ State ____ Private X Other ____

3. Location: ____ Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ____

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V ____

VI. FINANCIAL DATA

1. Estimated Cost: $ 39,320.00

2. Available FAS Funds $ ER

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ____

4. Date match money is available NONE

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ NONE

7. Date County requests letting: July 1st, 1974

Remarks re Section VI Letting dependent upon ER approval

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Fred Stefani
County Judge or Comm. Chairman

By
County Commissioner

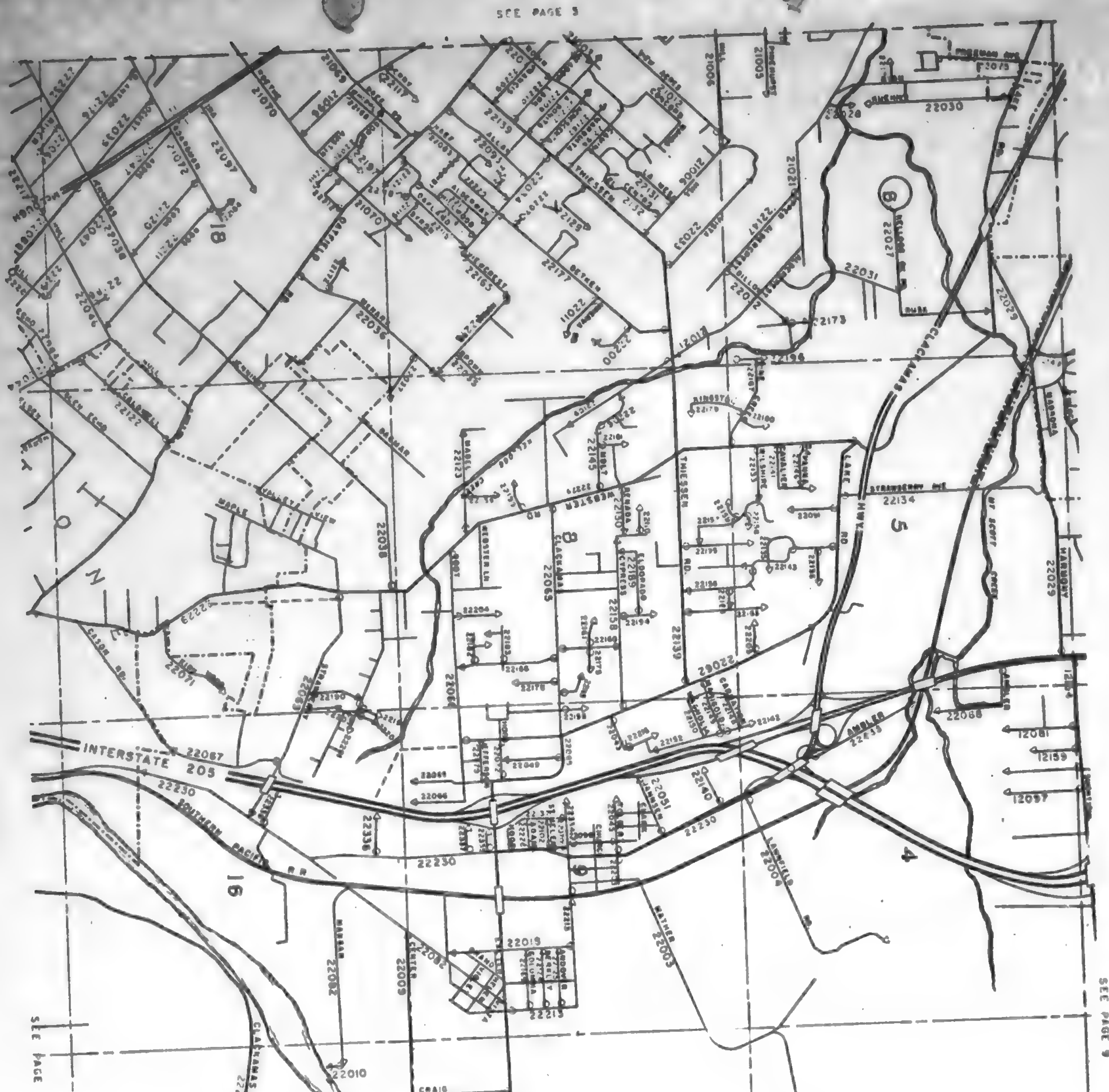
By Thomas D Telford
County Commissioner

By
County Engineer or Roadmaster

County Clackamas
Date 2-26-74

____
O.S.H.D. Field Engineer

Date ____


SEE PAGE 3
SEE PAGE 9
SEE PAGE 11
NORTH
INTERSTATE 205
22087
22230
SOUTHERN PACIFIC R.R.
CLACKAMAS RIVER
22228
CLACKAMAS
STATE HWY. 212
CLACKAMAS HWY.
THIESSEN
STRAWBERRY LN
22134
AMBLER
22233
CRAIG
22009
ALDERWOOD DR
22097
HABERLACH
22012
HUBBARD RD
22126
HUNTERS LN
22073
22005
22001
22003
22010
22213
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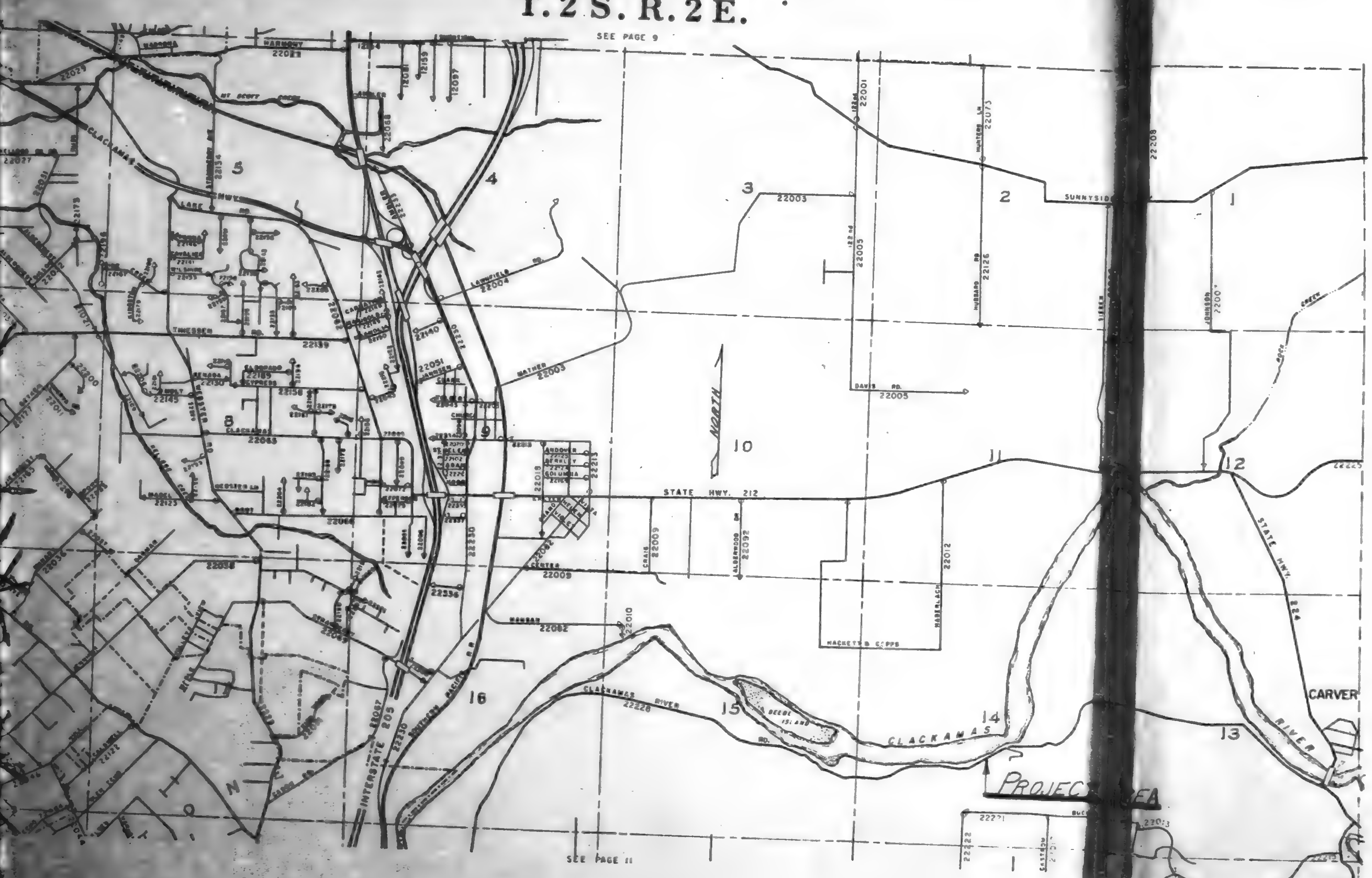
PROJEC

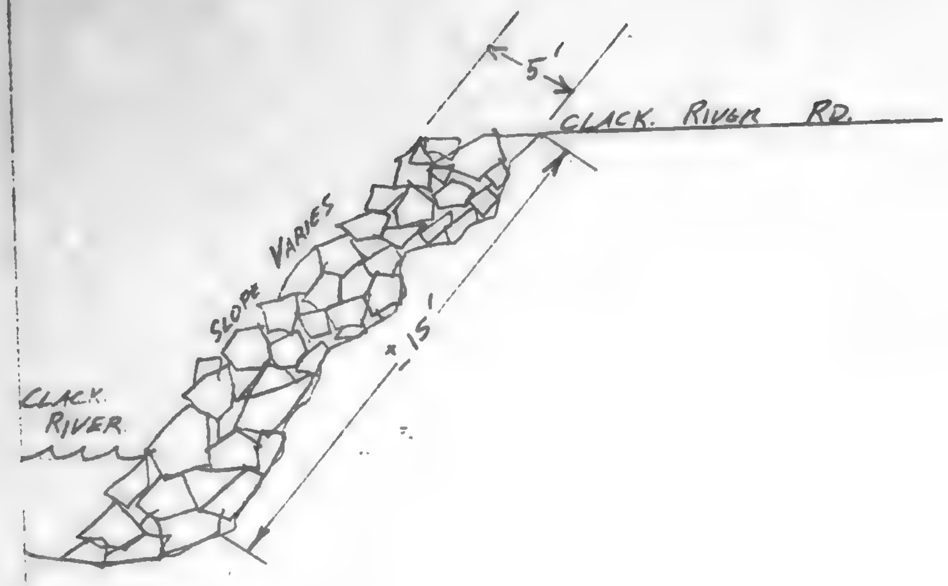
T.2S.R.2E.



T.2S.R.2E.
SEE PAGE 9
SEE PAGE 11
SEE PAGE 13
NORTH
INTERSTATE 205
STATE HWY. 212
STATE HWY. 224
CLACKAMAS RIVER
CLACKAMAS
RIVER
CARVER
PROJECT AREA
SUNNYSIDE
HUBBARD RD
HUNTERS LN
DAVIS RD.
JOHNSON
LAWNFIELD RD.
MATHER
CRAIG
ALDERWOOD
HABERLACH
HACKETT & COPPS
ROCK CREEK
1
2
3
4
5
8
9
10
11
12
13
14
15
16
10
22001
22003
22004
22005
22009
22012
22073
22092
22126
22208
22228
22230

CLACKAMAS RIVER PROJECT

TYPICAL SECTION.


5'
CLACK. RIVER RD.
SLOPE VARIES
± 15'
CLACK.
RIVER

8070 New Lyon St. @ 9th Ave. 1974
(Albany) Sec. Albany-Corvallis
Hwy. (Traffic signal install.)

8070 18

AIR MAIL October 1, 1975

Seaboard Surety Co.
90 William Street
New York 38, New York

Gentlemen:

On July 21, 1975, we wrote to you concerning release of final payment on Contract No. 8070 awarded to L. K. Comstock & Co., Inc., for a traffic signal installation on New Lyon Street at Ninth Avenue in Albany, Linn County.

Final payment on this contract is $1,630.39 and the total contract amount is $33,914.33. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc L. K. Comstock & Co., Inc.
136 W. 9th, Albany, OR 97321

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8070 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: New Lyon at 9th Avenue (Albany)

WEEK ENDING: June 28, 1975

SECTION PREFIX: 22-0501

HIGHWAY: Albany - Corvallis

COUNTY: Linn

NAME OF JOB: New Lyon at 9th Avenue

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: L. K. Comstock & Co., Inc.

CONTRACT NUMBER: 8070

FEDERAL AID PROJECT NUMBER: State Bond

DATE OF CONTRACT: October 2, 1974

DATE WORK STARTED: November 14, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 232

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83%

PROJECT AUTHORIZATION: $ 39,493.11

EXCLUSIVE OF ENGINEERING: $ 36,043.93

ENGINEERING AUTHORIZATION: $ 3,449.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,964.33

ENGINEERING COST TO DATE: $ 3,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.22%

PERCENT OF AUTHORIZATION: 90 %

DATE PROJECT WAS COMPLETED: June 9, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 30 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed June 9, 1975. Third notification filed 6/27/75 upon receipt of contractor's letter of completion, controller warranty, and electrical schematics. Semi-final data submitted Friday, June 27, 1975.

SIGNED J M Martin LOCATION Albany
J. M. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8070

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
Ninth Avenue at New Lyon Street
City of Albany

At the Oregon Transportation Commission meeting of September 25, 1974, approval was given to an agreement with the City of Albany covering the installation of a traffic signal at the intersection of Ninth Avenue and New Lyon Street.

The intent to adopt the signal installation as a permanent rule was published in the Administrative Rules Bulletin on October 15 and, since no requests for a hearing were received by October 30, the rule may now be adopted as a permanent rule.

It is recommended that the Commission adopt as a permanent rule the installation of a traffic signal at the intersection of Ninth Avenue and New Lyon Street in Albany. This matter will be on the agenda of the November 25 meeting for your consideration.

bc: C. W. Head
George N. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. O. Fredrickson
Jack Graham
Gary Sund

SW:pb srb

8070

October 3, 1974

L. K. Comstock & Company, Inc.
136 West 9th St.
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on October 2, 1974, awarded to you State Highway Contract No. 8070 in the amount of $32,991.80 on the New Lyon St. at Ninth Ave. (Albany) Section of the Albany-Corvallis Highway in Linn County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Kassey
Walt Hart
Vince Gallagher
C. O. Fredrickson
Warren Richards

8070

October 1, 1974

City of Albany
City Hall
Albany, OR 97321

5d

Attn: Ernest W. Isham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5119

Gentlemen:

Attached for your files is a fully executed agreement for installation of a traffic signal at 9th Avenue and New Lyon Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's records.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

FKN:ser

Att.

cc L. E. George
(Xerox agree. att.)

8070

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 19, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
Ninth Avenue at New Lyon Street
City of Albany

We have prepared an agreement, which has been signed by the City of Albany, covering the installation of a traffic signal at the intersection of Ninth Avenue and New Lyon Street.

The agreement provides that the State shall prepare all plans and specifications and contract the work. The State will pay for the total cost of the project, as it is to be funded as a Bond project. After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

It is recommended that the Commission adopt the signal installation as a proposed rule and publish notice in the Administrative Rule Bulletin that it will be adopted as a permanent rule at the October Commission meeting.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the agenda for your consideration at the September 25 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson
G. L. Sund
R. E. Whipps

RDT:pb kmb

8070 8-5-74

RESOLUTION NO. 1626

WHEREAS, the City of Albany and the Southern Pacific Transportation Company, hereinafter called City and Railroad, respectively, desire to enter into an agreement with respect to the improvement of grade crossings and protection at 34th Avenue crossings CB-690.1 and C-689.4 at or near Albany, Linn County, Oregon, and

WHEREAS, it is necessary for the Railroad to grant to the City certain street or highway easements for the construction of street improvements on 34th Avenue in the vicinity of said crossings,

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Albany hereby authorizes its Mayor and City Recorder to sign the necessary agreements and easements on behalf of said City.

DATED this 5th day of August, 1974.

David C Hayes
~~Mayor~~ Council President

ATTEST:

City Recorder

ORIGINAL TO George w/original agreements 9-9-74

RECEIVED
SEP 9 1974
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1974

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

Dear Mr. Rice:

Enclosed are two agreements covering the traffic signal installation on Ninth Avenue and New Lyons Street on the Albany-Corvallis Highway.

This project is to be financed with State bond money and the agreements cover only the City's responsibility in supplying power for the installation.

Would you please obtain the appropriate signatures, along with a copy of the authorized ordinance and resolution covering this agreement, and return them to this office. They will then be presented to the Oregon Transportation Commission for approval, after which a fully executed copy will be returned to you.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosures

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8071 Bear Creek Sec. FAS 32-100 1974
approx. 1 mi. E. of Troy

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

1-6-76

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O.C. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
ER-387(2)

VOUCHER PERIOD: FROM 1-14-74 TO 1-6-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$57,956.30	$57,578.55	100%	$57,578.55	$57,402.14	$ 176.41	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Shoog
Controller

$ 176.41

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Bear Creek Bridge and Grouse Creek Section					
	Wallowa County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 5,924.54	
	Total Preliminary Engineering Cost				$ 5,924.54	
	Construction					
	Type Code 2010					
	Temporary Repair (M.P. 17.4)					
	County Force Labor	All	Required		$ 314.56	
	Equipment	All	Required		320.95	
			Subtotal		$ 635.51	
	Type Code 2010					
	Temporary Repair (M.P. 21.56)					
	County Force Labor	All	Required		$ 1,325.96	
	Equipment	All	Required		1,566.80	
			Subtotal		$ 2,892.76	
	Total County Force Work				$ 3,528.27	
	Type Code Y007					
	Bear Creek Culvert(M.P. 17.4)(Contr. #8071)					
	Final Contract Payment Summary		Lump	Sum	$42,683.04	
			Subtotal		$42,683.04	
	Total Construction Cost				$46,211.31	
	Construction Engineering					
	State	All	Required		$ 5,414.30	
	Total Construction Engineering Cost				$ 5,414.30	
	Miscellaneous Project Costs					
	Expense of Auditing County Costs	All	Required		$ 28.40	
	Total Participating Cost				$57,578.55	
	Nonparticipating Cost					
	Final Contract Payment Summary		Lump	Sum	$ 786.00	
SFO	#1 Credit for Excess Material Purchased	All	Required		(536.01)	
	Interest Paid to Contractor	All	Required		31.88	
	Construction Engineering	All	Required		95.88	
	Total Nonparticipating Cost				$ 377.75	
	Total Cost				$57,956.30	
	Prepared based on costs as shown on Federal Billing as of 6-30-76.					
	AMOUNT CARRIED FORWARD...					

FORM PR-20A (6-71)

GPO 914-021

#8071

Deer Creek Section
FAS 32-100

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

August 25, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No.	106-Revised
Permit No.	1708
Expiration date	10-18-75
Please return by	9-3-75
Fee	$50

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

VKP I do not wish to renew this permit.

RECEIVED
AUG 26 1975
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
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Return To ____
Bring Up ____
Other ____

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____ A. Olson
____ Terpin
____ Scott
____ Swenson
____ R. Olson
____ Trout

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 314979

J. R. Verstaeg, Room 223, State Highway Building, Salem, Oregon 97310

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE	10-17-74			
NO. INVOICES	3			
ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.		
		734		

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		Removal/Fill Permit OSHD No. 106			$50.00	532-1041-900P
			Revised				
			Bear Creek Section				
			FAS 32-100				
			Wallowa County				
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY:		AUTHORIZED AGENT - SIGNATURE	DATE
APPROVED	10-17-74	RECEIVED BY	DATE 10-17-74

FORM 81-734-1036

ORIGINATOR

FROM DIVISION OF STATE LANDS

Bear Creek Section
FAS 32-100
Wallowa County

PRELIMINARY ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1708 - Highway Job No. 106 Revised

1. The operation shall be conducted in a manner that will prevent a trubidity increase of more than 5 JTU's over background.

2. There shall be no operation of equipment in the active flowing stream from December 31 to July 31.

3. The stream shall not be diverted from the natural bed.

4. Riprap shall be placed under these conditions:
    a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

    c. Areas of streambank soil disturbance not covered by riprap shall seeded or planted with grass and/or legumes.

5. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

6. Waste materials and spoils shall be placed above the bankline.

7. Freshly poured concrete shall not be allowed to come in contact with the flowing stream.

September 11, 1974

Copy to OSHD

PERMIT

KNOW ALL MEN that the State of Oregon acting by and through its WILDLIFE COMMISSION hereinafter referred to as "Commission" for the sum of One Dollar ($1.00) hereby permits WALLOWA COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as "County" to install and maintain a bridge or culvert for the county road crossing over Bear Creek, tributary of the Grande Ronde River, and to install and maintain necessary riprap on the banks of Bear Creek all within the area designated on the attached drawing No. 11V-295.

It is understood and agreed that the Commission's liability is as provided and limited by ORS 30.260 to 30.300 inclusive.

The County agrees to comply with applicable state laws and regulations that apply to creek channel disturbance.

WITNESS WHEREOF, this permit is executed this 16th day of August, 1974.

PERMITTOR - State of Oregon
Acting by and through its Wildlife
Commission

By John W. McKean

PERMITTEE - Wallowa County

By Claude H. Hall

By Judge

Versteeg
A. Olson
Temple
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 2[illegible] 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Send To: Director, Division of [illegible]te Lands
1445 State Street
Salem, Oregon 97310

OSHD PERMIT No. 106
Bear Creek Section
FAS 32-100
Wallowa County

FOR DIVISION USE:
Please return by
Date received
Permit No.
Waterway
County

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name
   Address Telephone
   City State Zip Code
2. Project Supervisor's Name
   Address Telephone
   City State Zip Code
3. Property Owner's Name Wallowa County
   Address Telephone
   City Enterprise State Oregon Zip Code
4. Will the project be removal fill combination X riprap
5. Will your fill consist of rock gravel X sand silt X other
   Will your removal consist of rock gravel X sand silt X other
6. Volume of fill material required: annually total project Over 50 Cu. Yds.
   Volume of removal required: annually total project Over 50 Cu. Yds.
7. Name of waterway affected by project Bear Creek
   a. Tributary of Grande Ronde River
   b. River mile Section 34 Township 6 N Range 43 E
   c. County Wallowa
   d. Popular local description of project location: Unknown
8. What is the purpose of your project? Construct channel change, construct rock gabions and install Structural Plate Steel Arch Culvert.

Application for Removal or Fill Permit

Name ______

Permit No. ______

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use appropriate earthmoving equipment for excavating, random filling and preparing the culvert site.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? October 1974 Be completed? Summer 1975

12. What does the project site look like at the present time? The site is in a natural state.

13. What steps do you plan to take to restore area to its natural condition? Disturbed areas will be graded to match adjacent ground. New dirt cut and fill areas will be seeded.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed ______

Title ______

Date ______

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

8071 R

May 23, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8071 awarded to Ontario Asphalt Paving Co., for work on the Bear Creek Section of FAS 32-100 in Wallowa County was completed on February 27, 1975, and accepted by the Administrator and State Highway Engineer on May 21, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed but not before May 29, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Ontario Asphalt Paving Co.
P.O. Box 457
Ontario, OR 97914

Hanson and Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8071

Report # 6

FORM 81-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Bear Creek	WEEK ENDING: March 7, 1975
		SECTION PREFIX: 532-1041-900
	HIGHWAY: FAS 32-100	COUNTY: Wallowa
NAME OF JOB: Bear Creek Section	KIND OF WORK: Culvert Installation	
CONTRACTOR: Ontario Asphalt Paving Co.	CONTRACT NUMBER: 8071	FEDERAL AID PROJECT NUMBER: ER-307 (2)
DATE OF CONTRACT: Oct. 4, 1974	DATE WORK STARTED: Jan. 1, 1975	ESTIMATED COMPLETION DATE: Feb. 27, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 40
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 20
PROJECT AUTHORIZATION: $48,818.79		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $44,555.14	ENGINEERING AUTHORIZATION $4,263.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $44,555.14	ENGINEERING COST TO DATE $3,758.89 This week $214.79	DATE PROJECT WAS COMPLETED: 2/27/75
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 88.2%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed on 2/27/75.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

RECEIVED
MAR 10 1975
CONSTRUCTION SECTION

Routing
Kessey K
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity
MONDAY 3	No activity
TUESDAY 4	No activity
WEDNESDAY 5	No activity
THURSDAY 6	No activity
FRIDAY 7	No activity
SATURDAY 1	No activity

REMARKS

Status: Project completed, waiting for material certifications to complete semi-final, estimated date of semi-final is April 10, 1975.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

ER/FAS
Wallowa

Salem
January 31, 1975

Mr. Roger Lang
Regional Federal Aid Engineer
La Grande

RE: Utilities Accommodation Policy
Wallowa County

In reply to your letter of 1/29/75, the Association of Oregon Counties has submitted a Utilities Accommodation Policy and received approval of both the OSHD and FHWA.

This policy is in effect throughout Oregon for all counties.

Sorry that copies are not available at the moment; however, when they are, a copy will be mailed to you.

No action is required on your part.

D. N. Harwell

D. N. Harwell
County and City Engineer

DNH:mm

H

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ LE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

ER/FAS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 28, 1975

R. C. Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Agreement, E.R. Funding
Wallowa County

TO: Don Harwell
City County Engineer

I have finally gotten around to reading the fine print in our agreement with Wallowa County, dated October 30, 1974, and find something that confuses me.

Item 6b, page 3.
"Until such time as County has adopted a utility policy acceptable to the Federal Highway Administration, County shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the projects, or existing utilities retained within the rights-of-way of the projects. Said concurrence shall be obtained from Region V Engineer, W. E. Schwartz, La Grande, Oregon 97850, phone 963-3177."

If I interpret the language of Item 6b correctly, we should be working with the counties within the region so that they may develop policies that are acceptable to the F.H.W.A.

Please advise if any action is needed on my part to accomplish this goal.

RCL:fv

cc: L. W. Rulien
Harlan Gerlach

RECEIVED
COUNTY & CITY SECTION
JAN 31 1975
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

#8071

December 11, 1974

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attn: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5156

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on the Bear Creek Bridge Section and Grouse Creek Section of Flora Road and on the Upper Imnaha River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc H. S. Cox (agree. att.)

8071 ..

STATE COPY

Form Approved; O.M.B. No. 04-R2089

J

MONTHLY TRANSACTION NO. 0-10-16	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Wallowa
PROJECT REPORT NO. 5	10-22-74	PROJECT NO. ER-307(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1 mile N.E. Troy N.E. 4.2 mi. (FAS 32-100, M.P. 17.4 and M.P. 21.56)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-14-74	
RIGHTS-OF-WAY		▨
CONSTRUCTION	~~1-14-74~~ 9- 4-74	0.05
OTHER (Specify)		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 58,589.27	FEDERAL FUNDS $ 58,589.27

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer October 22, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor-vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-307(2)

BEAR CREEK BRIDGE AND GROUSE CREEK SECTION

FAS 32-100 IN WALLOWA COUNTY

Salem, Oregon, October 14, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering		All Required		$ 6,800.00

Type Code 2010
Temporary Repair (M.P. 17.4)

County Force	Labor	All Required		$ 314.56
	Equipment	All Required		320.95
	Subtotal			$ 635.51

Temporary Repair (M.P. 21.56)

County Force	Labor	All Required		$ 1,325.96
	Equipment	All Required		1,566.80
	Subtotal			$ 2,892.76
		Total County Force		$ 3,528.27

Type Code Y007
Bear Creek Culvert (M.P. 17.4)

Clearing and Grubbing	All Required		$ 3,500.00
Removal of Structures and Obstructions	All Required		2,800.00
General Excavation	220 cu.yd.	3.25	715.00
Trench Excavation	160 cu.yd.	6.50	1,040.00
Rock Gabions	350 cu.yd.	45.00	15,750.00
20' x 10' Structural Plate Arch 0.168 thick	62 lin.ft.	262.00	16,244.00
Loose Riprap Class 700	200 cu.yd.	9.60	1,920.00
Filter Blanket	85 cu.yd.	5.50	467.50
			$42,436.50

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
	Subtotal	42,636.50
	Engineering	5,824.50
	Total	$48,261.00

Length of Project - - - - - - - - - - - 0.05 mile

SUMMARY OF FUNDS

Describtion	Total Cost	Federal Funds
Preliminary Engineering	$ 6,800.00	$ 6,800.00
County Force Work	3,528.27	3,528.27
Bear Creek Culvert	48,261.00	48,261.00
	$58,589.27	$58,589.27

Group 1 - 100%

Contract No. 8071

Contract Prefix 532-1041

County Prefix: 32-9501-02

P.E. Prefix: 532-1476-01

Bear Creek
Wallowa County
Highway Job No. 106-Revised

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Bear Creek Section
FAS 32-100

Expires: 10-18-75

MATERIAL REMOVAL PERMIT NO. 1708

ONTARIO ASPHALT PAVING COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

October 18, 1974
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1708

1. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 5 JTU's over background.

2. There shall be no operation of equipment in the active flowing stream from December 31 to July 31.

3. The stream shall not be diverted from the natural bed.

4. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes.

5. Waste materials and spoils shall be placed above the bankline.

6. Freshly poured concrete shall not be allowed to come in contact with the flowing stream.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

October 18, 1974

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

10-14-74

OSHD Permit No. 106 - REVISED
Bear Creek Section
FAS 32-100
Wallowa County
8-13-74

FOR DIVISION USE:
Please return by ____________
Date received ____________
Permit No. ____________
Waterway ____________
County ____________

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name ONTARIO ASPHALT PAVING COMPANY
   Address P. O. Box 457 Telephone ____________
   City Ontario, State Oregon Zip Code 97914
2. Project Supervisor's Name R.L. FELLER
   Address PO Box 457 Telephone 889-7281
   City ONTARIO State OREGON Zip Code 97914
3. Property Owner's Name Wallowa County
   Address ____________ Telephone ____________
   City Enterprise State Oregon Zip Code ____________
4. Will the project be removal ______ fill ______ combination X riprap X
5. Will your fill consist of rock X gravel ______ sand ______ silt ______ other ______
   Will your removal consist of rock ______ gravel X sand ______ silt X other ______
6. Volume of fill material required: annually ____________ total project 130 Cu. Yds.
   Volume of removal required: annually ____________ total project 350 Cu. Yds.
7. Name of waterway affected by project Bear Creek
   a. Tributary of Grande Ronde River
   b. River mile ______ Section 34 Township 6 N Range 43 E
   c. County Wallowa
   d. Popular local description of project location: Unknown
8. What is the purpose of your project? Remove existing culvert, install structural plate steel arch culvert and construct loose riprap.

Application for Removal or Fill Permit

Name

Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use appropriate earthmoving equipment for excavating, installing the culvert and installing the riprap.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? October 1974 Be completed? Summer 1975

12. What does the project site look like at the present time? The site is in a natural state except for recent flood damage.

13. What steps do you plan to take to restore area to its natural condition? Disturbed areas will be graded to match adjacent ground. New dirt cut and fill areas will be seeded.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: October 4, 1974
Time: 200 Calendar Workdays

Signed R.L. FELLER

Title VICE PRES.

Date OCT 14, 1974

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

8071

October 4, 1974

Ontario Asphalt Paving Co.
P. O. Box 437
Ontario, OR 97914

Gentlemen:

The Oregon Transportation Commission on October 2, 1974, accepted your proposal for work on the Bear Creek Section of FAS 32-100 in Wallowa County for the sum of $42,436.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8071.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
W. E. Schwartz
Joe Schlieski
Don Trout
Wm. Geibel (SAIF)

8071   9-9-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ER-307(2)

STATE PROJECT NO. BEAR CREEK CULVERT SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-41

COUNTY NAME WALLOWA

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
OCT 3 '74
REFER TO Hunter
FOR

Info	Inves	H/D	Dir	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 4, 1974	SEPTEMBER 4, 1974	SECONDARY ROUTE 32-100
		STATE ROUTE NUMBER COUNTY ROAD

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
CONSTRUCTION OF STRUCTURAL PLATE ARCH PROTECTED BY ROCK GABIONS AND RIPRAP.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) TEMPORARY EROSION CONTROL
$200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 29, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-4-74
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-74	C R Burghardt fa,	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 9-68) WILL BE USED

8071

September 3, 1974

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5066

Gentlemen:

Attached for your files is a fully executed Construction-Maintenance Agreement for construction of the plate arch pipe in Bear Creek on Flora Road on FAS 32-100.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

#8071

ENVIRONMENTAL REVIEW

Section Bear Creek Sec.
[redacted]
County Wallowa
Type of Work Culv., Ch.Ch., Riprap
Date 8-30-74

ENVIRONMENTAL IMPACT STATEMENT: None

NEGATIVE DECLARATION: Standard for all ER jobs - No apparent conflict.

FISH COMMISSION: Objected to original plan w/long ch.ch. - Approved modified plans.

WILDLIFE COMMISSION: same objections as Fish Comm. & no work in stream Jan 1 - July 1.

DIVISION OF STATE LANDS:

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES:

OTHER:

#8071

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 29, 1974

FILE:

FROM: R. W. Ellison R.W. Ellison
Bridge Administration Engineer

TO:
Mr. Frank Terpin
Final Design Engineer

SUBJECT:
Bear Creek Bridge, No. 16171
FAS 32-106
Wallowa County

This structure is being replaced with a pipe arch culvert rather than a bridge structure as originally proposed.

We are forwarding to you for your files, a foundation test hole log for a test hole drilled at this site. It is not required for our records.

JD:dh
Attachment

cc L. L. Wallace

1 ✓
2 F

RECEIVED
AUG 30 1974
ROAD

ER/FAS

CLAUDE H. HALL
JUDGE

WALLOWA COUNTY COURT

COMM. WM. DeGROFFT
COMM. ~~CLIFFORD JOHNSON~~
Cecil F. Waldrip

Office of the Judge
Phone: 503-426-3586

State of Oregon

Enterprise, Oregon 97828

August 21, 1974

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ DE ☑ AE ■ ME
☑ UPE ☑ CE ☑ RE ☑ DPE ☐

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Attention: Mr. Harold Reynoldson

Dear Hal,

This is to advise that the gabion fill and riprap sources for the Bear Creek Bridge are County controlled and are within the right of way of the County Road.

Dick Lenz requested a vicinity map and distances to each site from the job. I sent this information to Mr. Lenz and so advised Mr. Cox in my phone conversation with him this morning.

Sincerely,

Verne H. Russell
Director of Public Works

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER T
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VHR:lf

Copy to - Jack Sills

Switzerland of America
A
LAND OF OPPORTUNITY

SCENIC MOUNTAINS - DEEPEST CANYON IN AMERICA - RICH VALLEYS - SPORTSMAN'S PARADISE
CLEAN AIR - LAKES - STREAMS

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-19-74

Attn: County & City Section

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

SUBJECT: Federal Aid Project No. ________________

Highway No. FAS 32-100

Project Name ER, January 1974 Storm Damage
Bear Creek (Flora Road) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at *Enterprise*, Oregon,

this *19th* day of *August*, 19*74*.

WALLOWA County

Clarke H. Hall
Judge

Wm M DeBrofft
Commissioner

____
Commissioner

7/31/73

Copy to OSHD 8-16-74

PERMIT

KNOW ALL MEN that the State of Oregon acting by and through its WILDLIFE COMMISSION hereinafter referred to as "Commission" for the sum of One Dollar ($1.00) hereby permits WALLOWA COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as "County" to install and maintain a bridge or culvert for the county road crossing over Bear Creek, tributary of the Grande Ronde River, and to install and maintain necessary riprap on the banks of Bear Creek all within the area designated on the attached drawing No. 11V-295.

It is understood and agreed that the Commission's liability is as provided and limited by ORS 30.260 to 30.300 inclusive.

The County agrees to comply with applicable state laws and regulations that apply to creek channel disturbance.

WITNESS WHEREOF, this permit is executed this 16th day of August, 1974.

PERMITTOR - State of Oregon
Acting by and through its Wildlife
Commission

By John W. McKean

PERMITTEE - Wallowa County

By Claude H. Hall

By Judge

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

Copy to: Don Trout

11V-295

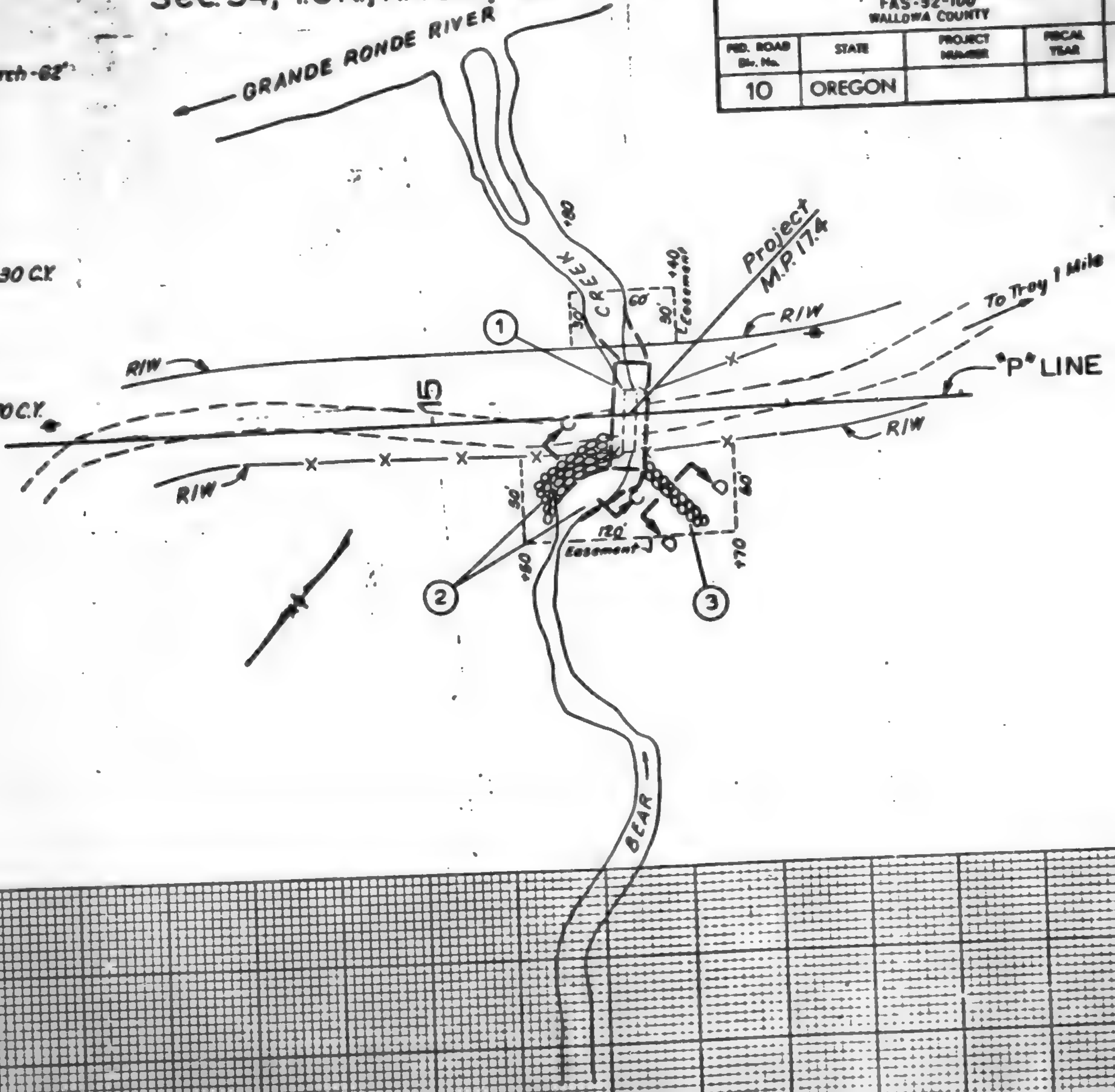
BEAR CREEK SECTION FAS-32-100 WALLOWA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

Sec. 34, T.6N., R.43E., W.M.

① Sta. 16+10
Remove 84" Culv. Pipe - 36' (In Pl.)
Inst. 20'×10' Structural Plate Steel Arch - 62'
Const. Rock Gabion 350 C.Y.
Filter Blanket 40 C.Y.
Granular Backfill 10 C.Y.
Tr. Exc. 145 C.Y.
(For Details, See Shts. 2 & 2A)

② Const. Channel Change
Const. Loose Riprap (Class 700) 130 C.Y.
General Exc. 160 C.Y. (Ch. Ch.)
Filter Blanket 20 C.Y.
Toe Trench Exc. 60 C.Y.

③ Const. Loose Riprap (Class 700) 70 C.Y.


GRANDE RONDE RIVER
CREEK
BEAR
+80
30'
60'
90'
+40
Easement
Project
M.P. 17.4
To Troy 1 Mile
"P" LINE
R/W
R/W
R/W
R/W
15
①
②
③
90'
120'
Easement
+80
+70
60'

August 5, 1974

Mr. Verne Russell
Wallowa County Director of
Public Works
Courthouse
Enterprise, Oregon 97828

Re: ER, January 1974 Storm Damage
Bear Creek (Flora Road) Bridge
FAS 32-100
Wallowa County

Dear Verne,

Enclosed are two copies of a sketch showing colored in red the easements we need for this project for construction and maintenance. We are going to install the 20' x 10' arch in the same location as the present pipe and protect the roadway with gabion baskets. There is also some channelization work to be done.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

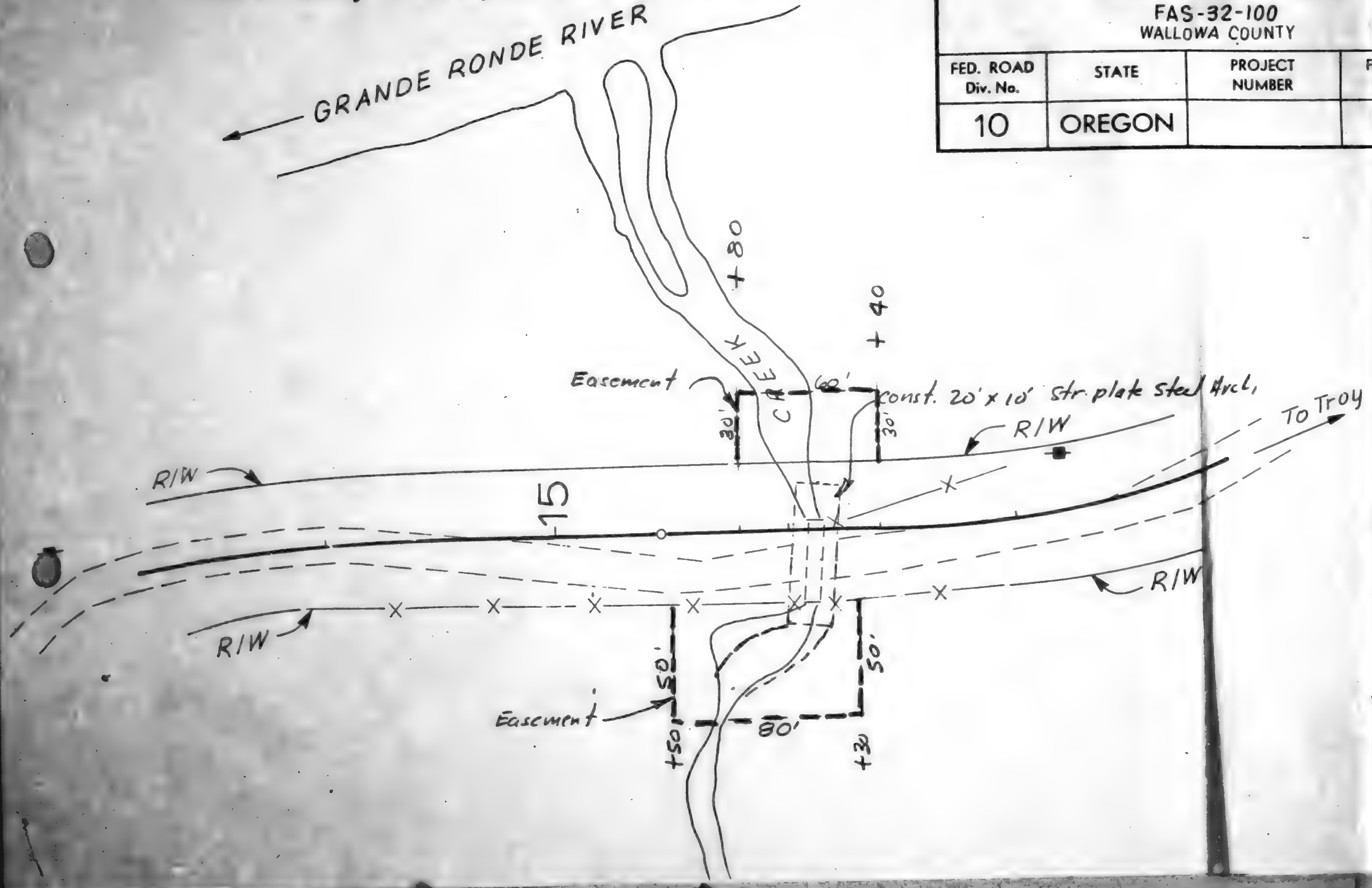
Encl.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☐ UPE [illegible]

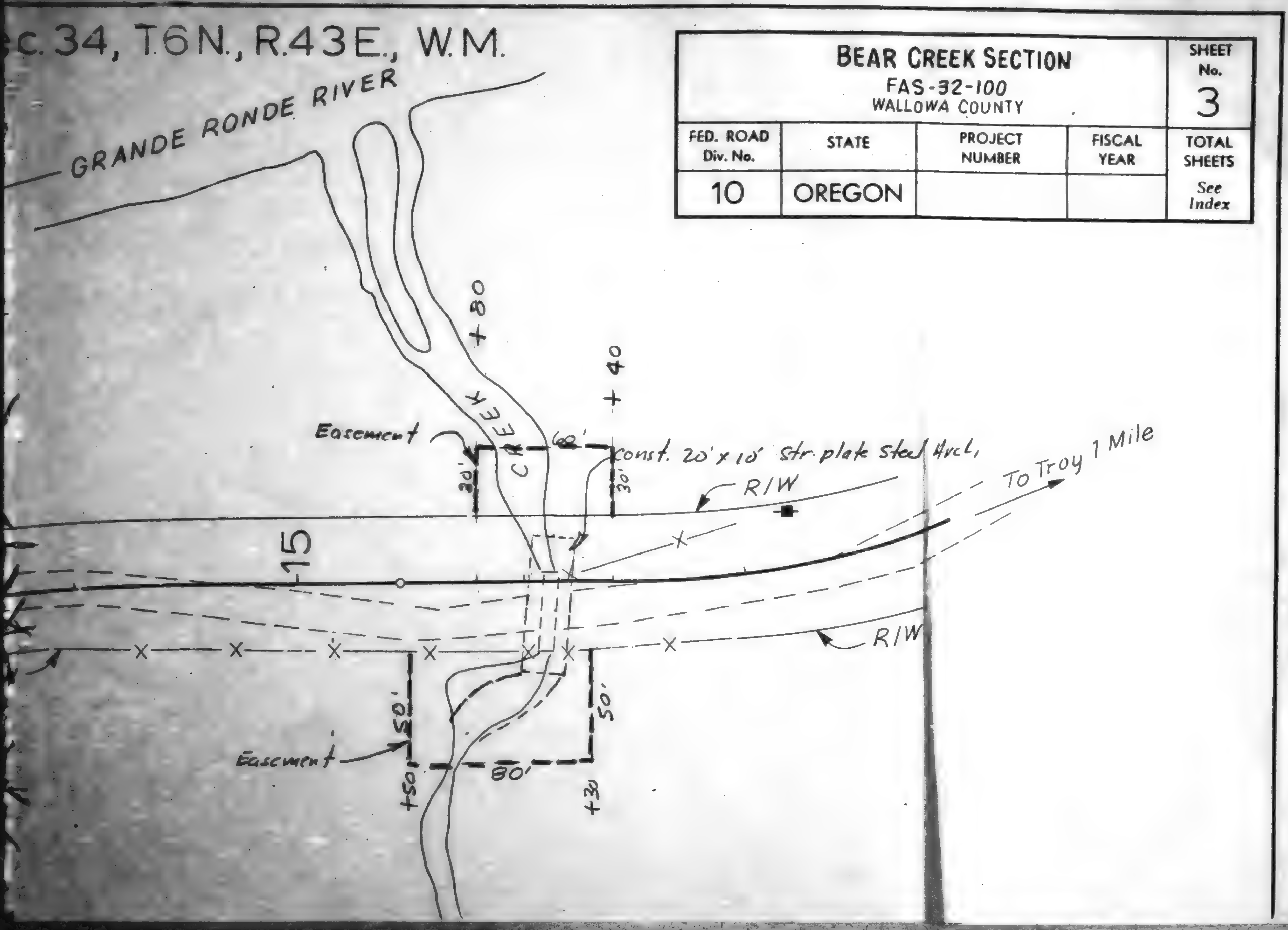
Sec. 34, T.6N., R.43E., W.M.

BEAR CREEK SECTION
FAS-32-100
WALLOWA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	


GRANDE RONDE RIVER
CREEK
+80
+40
Easement
60'
30'
30'
const. 20' x 10' str. plate steel Arch,
To Troy
R/W
R/W
R/W
R/W
15
50'
50'
Easement
+50
80'
+30

BEAR CREEK SECTION FAS-32-100 WALLOWA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


ec. 34, T6N., R43E., W.M.
GRANDE RONDE RIVER
CREEK
+80
+40
Easement
60'
30'
30'
const. 20'x10' Str. plate Steel Arch,
R/W
To Troy 1 Mile
15
R/W
50'
50'
Easement
80'
+50
+30

8071

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 5, 1974

cc: E. S. Hunter
~~L. W. Rulien~~
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (6)
W. E. Schwartz (2)
E. L. Hardt (2)
A. E. Shirley (2)

NOTED
E. S. HUNTER

cc's sent 8-8-74

Mr. J. H. Versteeg
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The projects listed below along with your comments were received from your office by letter dated July 24, 1974:

1. Jap Hollow Creek Section, County Road 129, Wasco County
2. Camp Bell Creek Section, County Road 411, Wasco County
3. Tygh Creek Bridge Section, FAS 311, Wasco County
4. Poorman's Creek Section, Jacksonville Highway, Jackson County

The plans indicate several channel change proposals for the above projects. We feel that stream alteration should be kept to a minimum or eliminated whenever possible. Studies in such states as Oklahoma, California, Idaho, Montana and Michigan show that altered sections of streams never fully return to the unaltered state, and much of the time never recuperate more than 60 percent.

The above projects though are in areas where the Oregon Wildlife Commission has local fishery scientists, thus we will support their recommendations on fishery safeguards.

5. Bear Creek Section, FAS 32-100, Wallowa County. As indicated on the channel change profile, Bear Creek is extremely steep in this area.

______ Versteeg
______ A. Chan
______ Terpin
______ Scott
______ Swenson
______ R. Olson
______ Trout

RECEIVED
AUG
ROAD
DESIGN
SECTION

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

6. Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie
BURT CARNEGIE
FISH PASSAGE SPECIALIST

Rvitt

#8071

FORM 81-734-3030

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE FILE: ☐
JUL 29 1974
☐ RDE RECEIVED ☐
REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 29, 1974

Joseph A. Schlieski

FROM: Joseph A. Schlieski

SUBJECT: Bear Creek Section
FAS 32-100
Wallowa County
Structural Plate Arch

TO: W. E. Schwartz
Region Engineer
La Grande

I have reviewed the subject plans and site and offer the following comments:

1. Is there an item for clearing and grubbing? There will be some clearing required.
2. The material on which this pipe is to be constructed appears to be large gravels to boulders. Consideration should be given to excavating below the planned footing elev. and backfilling same with suitable material that could be fine graded, compacted, etc. and provide a more suitable base for the pipe. The material could possibly be attained from the channel change excavation.
3. According to Maccaferri Gabion of America, Inc., the dimensions called for on sheet 3 are no longer available. Type "E" is 9' x 3' x 1½'; Type "H" is 9' x 3' x 1'; Type "G" is 6' x 3' x 1'; and Type "I" is 12' x 3' x 1'. This detail should be changed prior to advertising.
4. Is there a specification on size of material used to fill gabions?
5. Minor conflicts with power lines - the lines will pass over the structure and the contractor should be advised of the proximity of the lines. On the existing power pole near station 13 - there is a guy wire presently anchored at the edge of the existing gravel surface. To improve the road alignment this guy wire needs to be relocated. (Utility Engr working on this.)

Da.

REFERRED TO
____Cole____ ____Reed____
____Eriksen____ ____Sample____
____Hager____ ____[✓ Watson]____
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

cc Frank Terpin.

cc: Gerlach
file

I have retained the plans (?)

JAS

NOTED
L. K. WATSON

7-29-74

MEMO TO FILES

RE: Wallowa County ER Project
Bear Creek (Flora Road) Bridge
FAS 32-100

Thursday, July 25, 1974

Thursday, 7/25/74, I met with Vern Russell and together we went to Troy to inspect visually the Bear Creek site where it is proposed to make a channel change, gabion lined, with a new 10' X 20' multiplate culvert to replace the culvert that washed out in the flood of 1972.

We contacted Mr. Carl Morton of the Wild Life Commission and he accompanied us on the site inspection. Mr. Morton offered no objections to the plans; however, he did make a comment that there was an early run of steelhead up Bear Creek. With this unexpected information, we went back to Enterprise and attempted to contact Mr. Kenneth Witty, Fish Biologist, with the Fish Commission.

Mr. Witty was not available as he was on a float trip down the Grande Ronde River and would be at Troy Friday, 7/26, at 2 p.m. At that time Vern Russell will contact him and the Bear Creek site will once more be inspected to get Mr. Witty's response. Vern Russell will phone this information to Hal Reynoldson by 5 p.m. Friday.

H. S. Cox
County-City Engineer

Monday, July 29, 1974

Vern Russell reports that the fish people have rejected the proposed plans as now formulated. New plans must be made and these would be for a new pipe for Bear Creek (larger than the present pipe) in the same location as the present pipe. The road in this area would be protected with gabions and be so constructed as to allow floods to inundate the road.

There is a talus deposit on the easterly side of Grande Ronde River that would possibly be very fine for the gabions. Dead haul would be possibly 2 miles.

HSC:mm
cc: L. W. Rulien
Frank Terpin
Dick Lenz
C.G. Swenson
W. E. Schwartz - info

✓ ✓ R

7-29-74

MEMO TO FILES

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Bear Creek (Flora Road) Bridge
FAS 32-100

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H. S. Cox
H. S. Cox
County-City Engineer

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HSC:mm
cc: L. W. Rulien
Frank Terpin
Dick Lenz.
C.G. Swenson.
W. E. Schwartz - info

R

Fas 32-100
Wallowa Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1974

TO John Oakes, Assistant Right of Way Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Bear Creek Section
FAS 32-100
Wallowa County

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 16 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

On the accompanying plan sheet is shown the proposed culvert replacement on the subject section. Assuming that the existing fence line is the westerly county right of way line, the proposed roadway construction is within the county right of way. The county has a 60 foot right of way through this section.

So far as is known there is no alignment on the county road and no ties were made to section lines.

The property was acquired by the Wildlife Commission using Federal funds. For this reason a 4f statement may be necessary.

It may be possible to eliminate that requirement by acquiring a construction easement for the channel revision and a permanent easement for the structural plate arch.

H. Reynoldson: Oakes suggested that you discuss this with the County and they acquire the necessary permits and easement. He requested you ask Verne Allen to co-ordinate the work so that the FHWA regulations are satisfied.
T.

LKW:we
Enclosure
cc: W. E. Schwartz
Lyle K. Watson

RIGHT OF WAY SECTION
RECEIVED
[illegible]

RECEIVED
COUNTY & CITY SECTION
JUL 17 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

MEMO TO FILES

July 9, 1974

Re: ER, January 1974 Storm Damage
Bear Creek (Lower Grande Ronde River Road) Bridge
FAS 32-100 M.P. 17.35
Wallowa County

(Also called Bear Creek (Flora Road) Bridge)

Mr. Verne Russell (Wallowa County Director of Public Works) informed us today that he agreed to the installation of a 20'x 10' structural plate arch in this location instead of a slab bridge.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: Verne Russell, Wallowa County
L. W. Rulien
W. J. Hart
J. H. Versteeg
W. E. Schwartz, Region 5

✓ B ✓ R ✓ A

■ UE
✓ RPE ☐

ER fas 32-100
Wallowa Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 5, 1974

FILE:

FROM:

TO: ~~MEMO TO FILES~~

SUBJECT: Hydraulics Study
Bear Creek near Troy
Lower Grande Ronde River Road
FAS 32-100 -ER
Wallowa County MP 17.35

This project is located in the SE 1/4 SW 1/4, Section 34, T6N, R43E, one mile east of Troy on Lower Grande Ronde River Road. Replacement of the existing 84-inch CMP, washed out by the highwater of January 1974 with a larger structure is proposed at a new location to improve the hydraulics of the crossing.

Bear Creek is a steep rocky channel with streambed material that ranges in size between three inches and twelve inches. Discharge records have not been kept on Bear Creek, but extrapolation of peak flow data from a nearby basin gave a discharge approximation of 850 cfs in the Bear Creek basin for the January 1974 flood. Bear Creek has an area of 17.4 square miles above its crossing at the project site. Using frequency curves for Zone II of the Grande Ronde River Basin from the Hydraulics Manual, it was determined that this flood exceeded a 50-year frequency. Table 1 shows the frequency-discharge relationship for the basin.

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

TABLE 1

Frequency	Peak Discharge
10-year	510 cfs
25-year	600 cfs
50-year	690 cfs

A design discharge of 690 cfs was selected for this proposal.

EXISTING CHANNEL UPSTREAM

Upstream from the existing crossing, the channel is broad, boulder strewn and sinuous at low flows. Due to the steep five-percent gradient and high flow velocities, Bear Creek carries a large bedload, part of which is deposited in a delta upstream from the 84-inch CMP as a result of reduced velocities caused by backwater from the pipe.

A 15-foot trapezoidal channel change with 1 1/2:1 side slopes was proposed by the field. It was determined by hydraulic calculations that a channel 10-foot wide with 1 1/2:1 side slopes on a 5% grade should be adequate to pass 690 cfs at a depth of 3.2 feet. Resultant velocities of 14 fps would be sufficient to maintain sediment transport through the crossing thus preventing the buildup of a bar upstream from the structure. Mr. Frank Burnett, Resident Engineer, was consulted regarding these changes in his proposal, and he has no objections to them.

CHANNEL CHANGE

The proposed channel change would produce velocities great enough to erode Class 100 riprap and Mr. Burnett stated that the availability of Class 700 riprap was questionable. An alternate to loose riprap would be gabion riprap used as liners for the channel. Gabion riprap (rock enclosed in heavy wire baskets) is more suited to the area and conditions since it requires only 4" to 10" material which is readily available at the site; in addition it requires only one-third the thickness of loose riprap, and is able to withstand the design velocities of 14 fps. A layout of the gabion installation is shown on an attached sheet.

The channel change should extend 300 feet upstream, and downstream to the Grande Ronde River; the gabion riprap lining should extend 300 feet upstream and 50 feet downstream. An energy dissipation basin consisting of large rock 700 pounds or greater in size should extend at least 25 feet downstream from the end of the gabion riprap liner.

STRUCTURE ALTERNATES

The following alternate structures have been investigated and are described below.

Alternate #1--Bridge

This alternate involves a reinforced concrete slab span placed over the proposed channel change (see attachment). The channel change would be continuous through the structure. Hydraulic characteristics for this alternate are the same as for the channel change. The Bridge Section will make an estimate on the cost of this alternate.

Alternate #2--Double 8' x 4' Box Culvert

The box culvert alternate would provide a waterway area of 51 square feet at the design depth of 3.2 feet (see attached sheet). A gabion lining is not required through the culvert resulting in a cost reduction for the gabion installation. Due to the high velocities and possible debris, a debris fin at the inlet of the culvert is suggested. The Bridge Section will make an estimate for the cost of this proposal.

Alternate #3--Structural Plate Arch

A 20' x 10' structural plate arch counter sunk five feet (see attachment) will result in a waterway area of about 44 feet at the design flow depth. Construction of this structure should take place in three stages to allow for placement and anchoring of the gabion blanket through the arch. The first stage of construction will consist of the excavation and placement of the footings and arch wall up to the elevation of the channel side slopes. Stage two will consist of the placement of the gabion blanket protection through the arch and anchoring of the blanket to the structure. Stage three will consist of finishing the arch and backfilling. Estimated costs for this alternate are tabulated below.

Arch material and assembly (8 gage)	$145/foot
Footings-both sides (10 gage plate)	$ 37/foot
TOTAL	$182/foot

RECOMMENDATIONS

Due to the length of haul to this site for concrete, Alternate 1 and Alternate 2 do not appear feasible. Initial cost estimates indicate that the structural plate arch is the most economical; therefore, it is recommended that this structure be used unless other justification can be found for one of the other alternates. It is further recommended that a gabion liner be used to protect the proposed channel change in lieu of riprap.

Richard L. Lenz
Hydraulics Engineer

By Allen G Mickey

Allen G. Mickey
Hydraulics Technician

Attachment
AGM:SHM:ko
cc Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
W. E. Schwartz
Harold Reynoldson

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	690	850
Frequency-yrs	50	———
H.W. Elevation Natural Channel	———	———
H.W. Elevation Channel Change	$1587^{\underline{4}}$	$1587^{\underline{8}}$
Velocity – f.p.s.	14+	15+

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

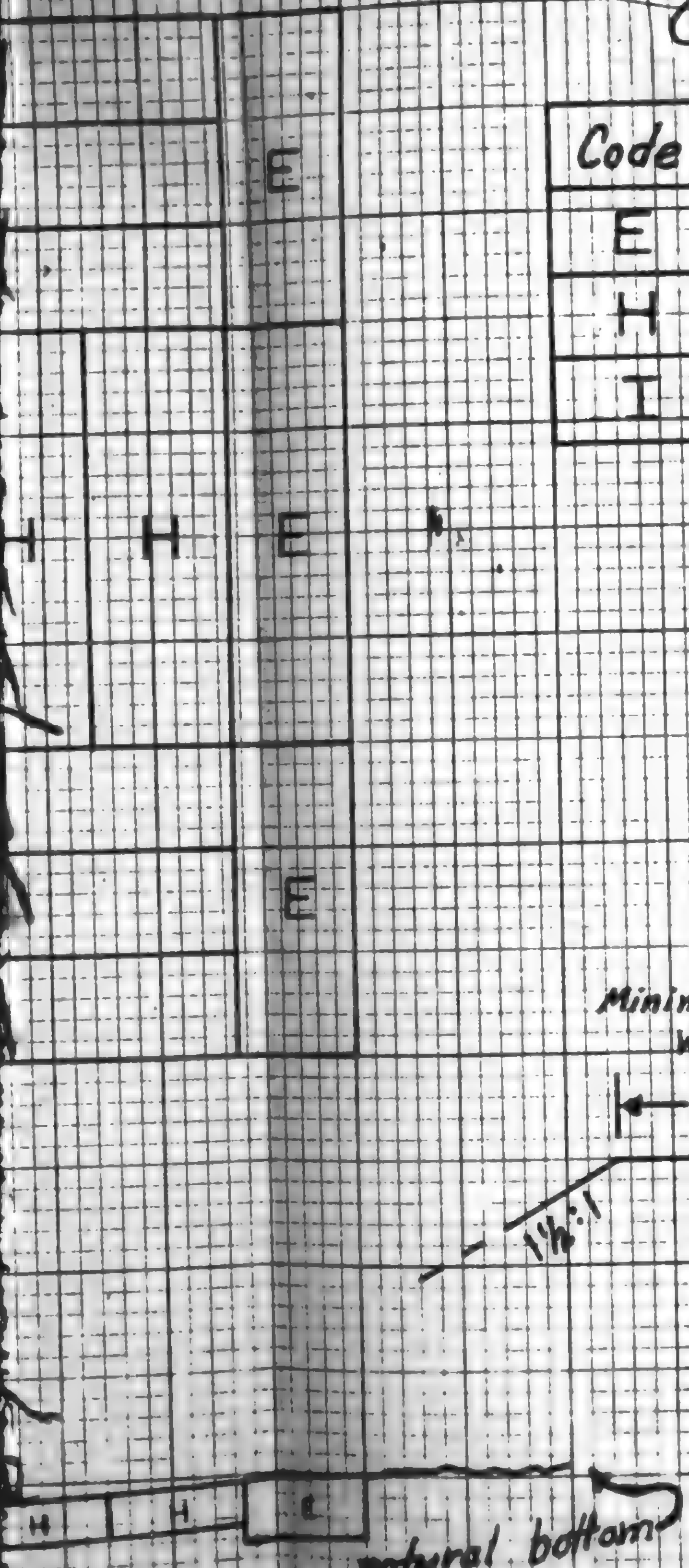
BEAR CREEK NEAR TROY
FAS 32 - 100, WALLOWA CO.

COMPILED BY	DATE
Allen G. Mickey	June 26, 1974

Bear Creek near Troy
Gabion Layout

Code	Measurements	Volume	Price-Gabion Basket Only
E	9'-9" x 3'-3" x 1'-8"	1.96 yds.^{3}	27^{00}
H	9'-9" x 3'-3" x 1'	1.18 yds.^{3}	23^{00}
I	13'-1" x 3'-3" x 1'	1.57 yds.^{3}	29^{30}

Metric Series 328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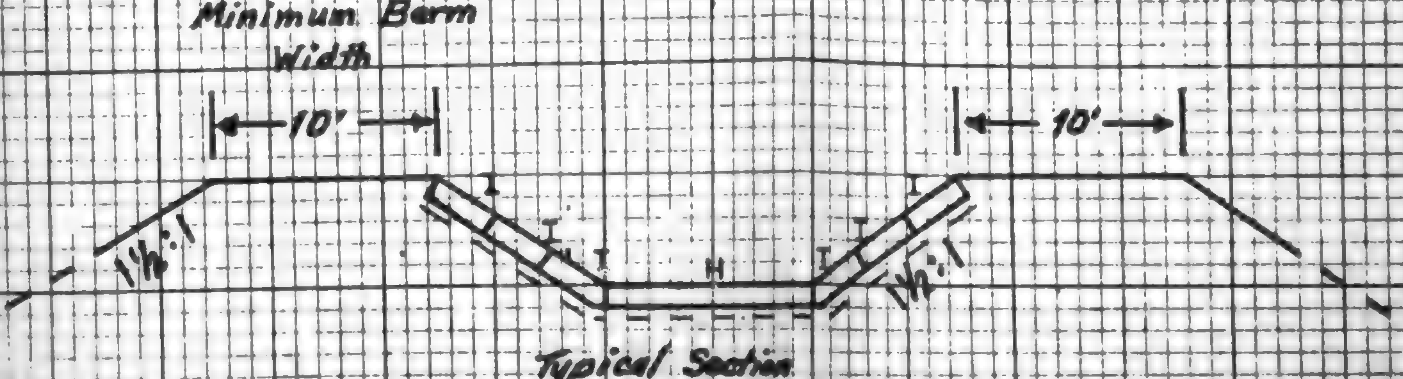
natural bottom


Minimum Berm Width
10'
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Typical Section
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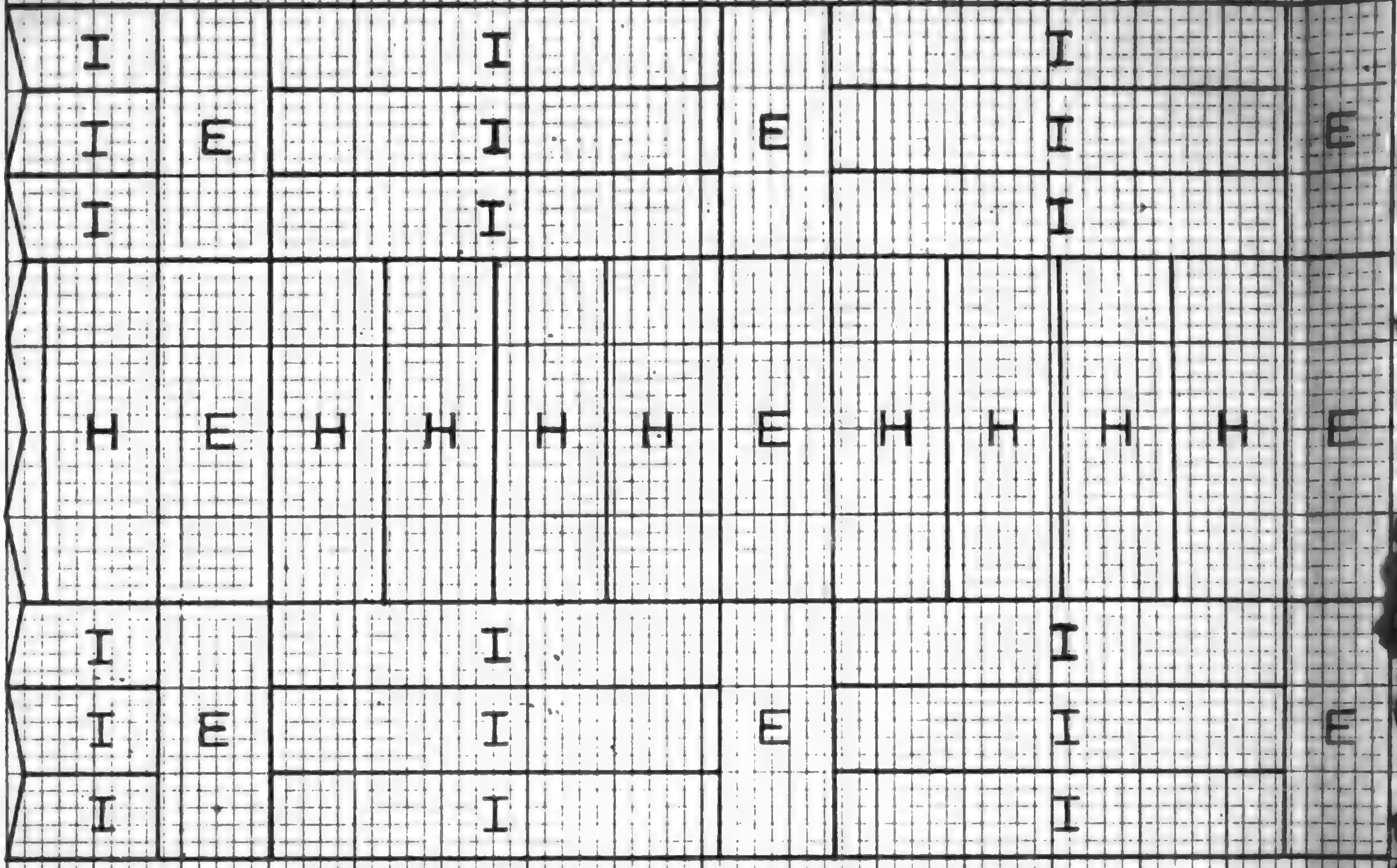
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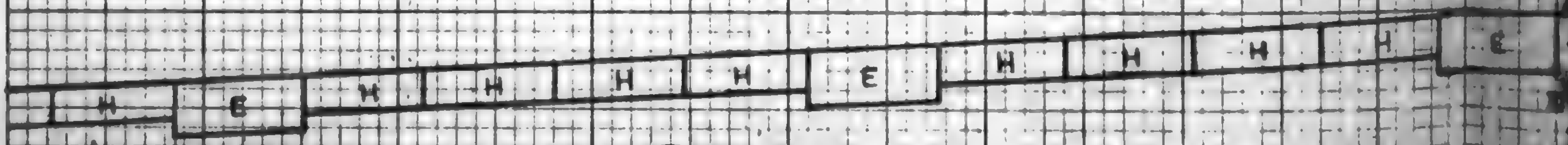
Plan View
Scale: 1" = 5' Horiz. & Vert.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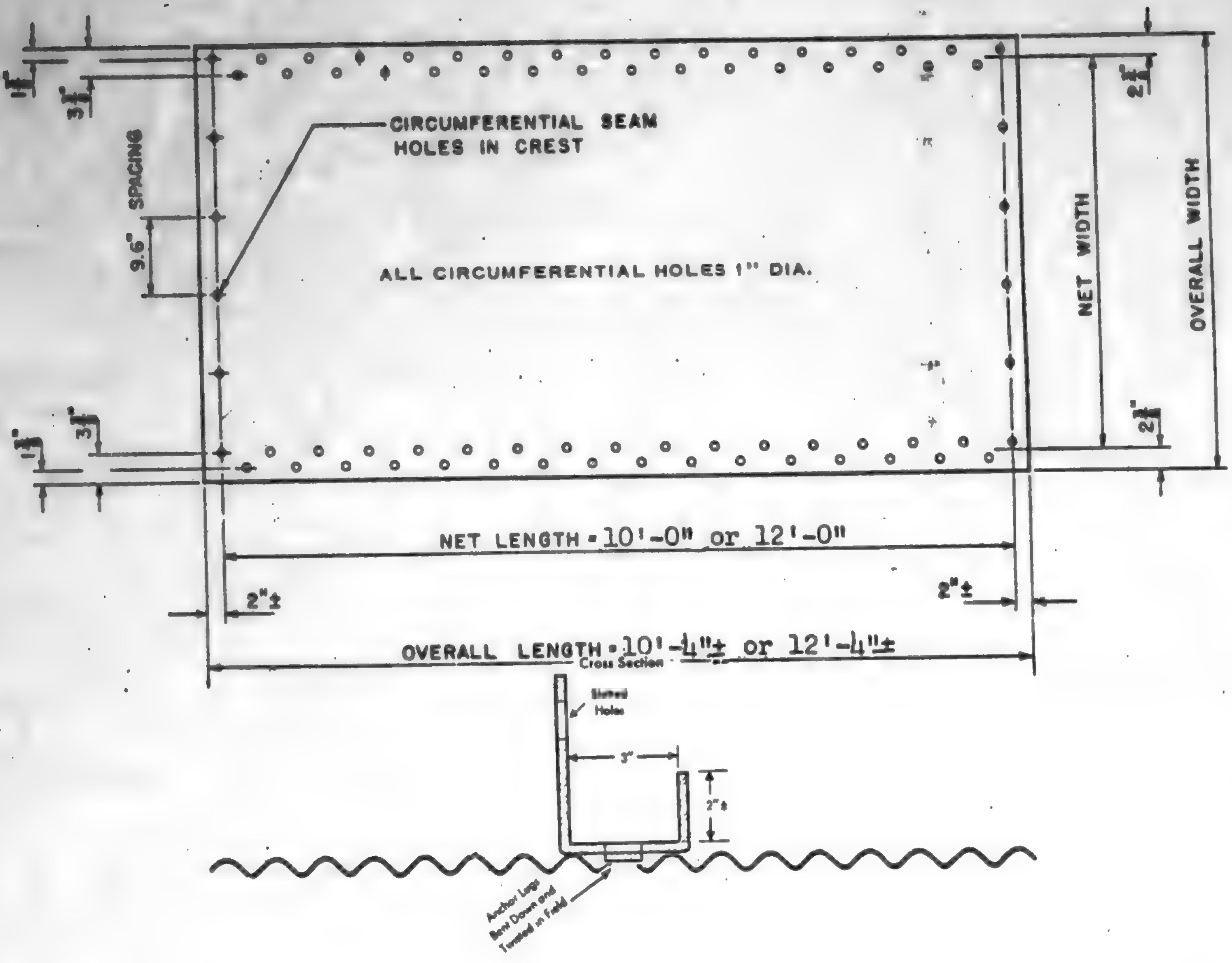
Elevation View
Scale: 1" = 5' Horiz. & Vert.

K+E 10 X 10 TO THE INCH 47 0780
10 X 15 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

DETAILS OF UNCURVED MULTI PLATE PLATES

6"x 2" CORRUGATION WITH 1¼" VALLEY RADIUS

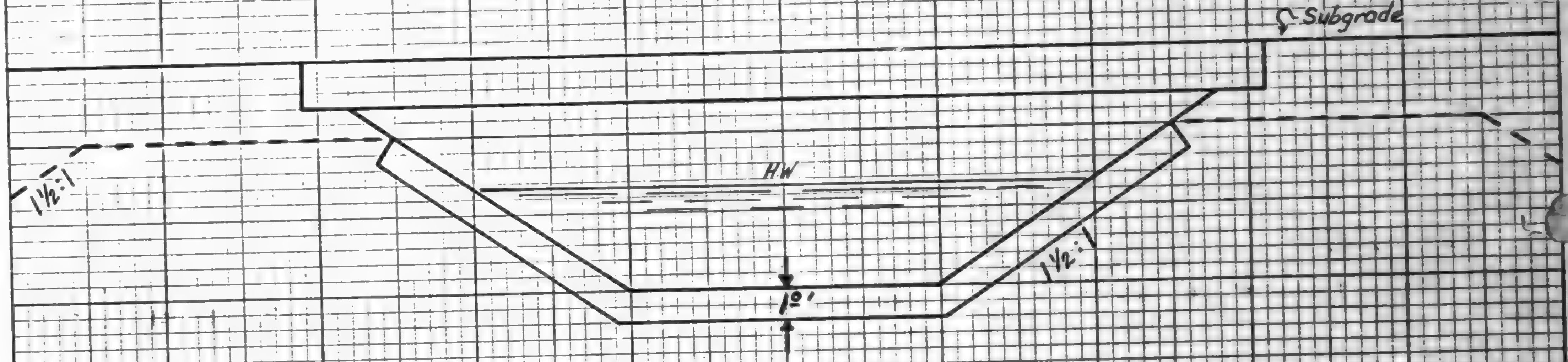
Arch Footing Detail


1¼"
3¼"
SPACING
9.6"
CIRCUMFERENTIAL SEAM HOLES IN CREST
ALL CIRCUMFERENTIAL HOLES 1" DIA.
2¼"
NET WIDTH
OVERALL WIDTH
2¼"
3¼"
1¼"
NET LENGTH = 10'-0" or 12'-0"
2"±
2"±
OVERALL LENGTH = 10'-4"± or 12'-4"±
Cross Section
Slotted Holes
3"
2"±
Anchor Legs Bent Down and Twisted in Field

NET WIDTH			OVERALL WIDTH	SPACES AT 9.6"	NO. CIRCUM. BOLT HOLES
NOMINAL	DETAIL				
9 PI"	28.8"	28 13/16"	33 9/16"	3	4

K·E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

Bear Creek near Troy, Oregon
Alternate #1
Prestressed Slab Span Bridge


℄ Subgrade
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1½:1
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Scale: 1" = 5' Horiz. & Vert.

erfas

TRANSACTION NUMBER 6-94

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-25-74

BY (Signature): L. W. RULIEN'S JUNE 13, 1974 LETTER

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974-ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 41 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
41	ER-307(2)	0.05	55,328.27	55,328.27	BEAR CREEK BRIDGE AND GROUSE CREEK SECTIONS. FAS 32-100 MP 17.4 AND 21.56. WALLOWA COUNTY-STATE OF OREGON	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT FLOOD REPAIR.

6-25-74

RECEIVED
COUNTY & CITY SECTION
JUN 27 1974
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 6-25-74
SIGNATURE AND TITLE: G. L. Green
G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Wallow

Budget Bureau No. 41-R2067; App

U.S. DEP

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

6-14-74

MONTHLY TRANSACTION NO. 6-94

DATE SUBMITTED TO W.O. JUN 25 1974

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd. 1 mi. NE Troy NE 4.2 mi.	**ADT**	PRESENT 50	FUTURE (66) (70) 75	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 PE Temporary & Perm. Flood Repair	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) 74-1	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 ER-
									NUMBER 307

CARD	CLASS OF FEDERAL FUNDS Emergency Relief	COUNTY NAME Wallowa			CODE 063
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 32-100	STATE Co.Rd.	U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	**PE**	3	Co. Rd. 1 mile NE Troy NE 4.2 mi.	0.05	6,800.00	6,800.00		
5					**ROW**		(FAS 32-100 MP 17.4 and 21.56)					
5	30			3	**CONST** (CODE) Temp.& Perm. Stage-2 2010 X080	3	(Bear Creek Bridge & Grouse Creek Sections)	0.05	48,528.27	48,528.27		
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.05	55,328.27	55,328.27		
1	14								(16) (23)	(24) (31)		

PROGRAM APPROVAL DATES

JUN 25 1974

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 27 1974
☐ ENGR. ☒ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

Restoration is necessary be
caused by unusually heavy rainfall
excessive runoff during the Januar

-0

Wallowa Co.-ER

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

6-94

JUN 25 1974

FORM PR-1
(REV. 4-61)

6-14-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces) . Rd. 1 mi. NE Troy NE 4.2 mi.	ADT	PRESENT 50	FUTURE 75	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 098

ITEM NO. 41

WORK (36 typewriter spaces) erm. Flood Repair	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR. 74-1	PL. AUTH YR	PROJECT NUMBER — PREFIX LETTER(S) ER-	NUMBER 307	SEQ. NO. (2)

I. Projects Only: POST MI. DESIG.

Emergency Relief

COUNTY NAME: Wallowa — CODE: 063

ROUTE NO.: S — FEDERAL-AID: 32-100 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	Co. Rd. 1 mile NE Troy NE 4.2 mi.	0.05	6,800.00	6,800.00			PE all phases including PS & E prep., temp. & perm. flood damage repair consisting of traffic protection, debris removal, embankment construction, riprap surface rock & construct 45' bridge.
OW		(FAS 32-100 MP 17.4 and 21.56)						
ST Perm. ge-2 010 080	3	(Bear Creek Bridge & Grouse Creek Sections)	0.05	48,528.27	48,528.27			(Work by County forces & regular advertised contract.)
		PROJECT TOTALS	0.05	55,328.27	55,328.27			

AL DATES
25 1974
REGON DIVISION

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall resulting in excessive runoff during the January 1974 storms.

RECEIVED
COUNTY & CITY SECTION
JUN 27 1974
☐ ENGR. ☒ COOR. ☐ CE ☐ RE ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-OVER-

Bear Creek Bridge & Grouse Creek Sections
FAS 32-100 in Wallowa County
Project No. ER-307(2)

Remarks Continued:

Existing Facility: The present facility consists of a 20-foot gravel surfaced roadway.

Project Data: The unusually severe storms in January 1974 and resultant floodwaters washed out the 7-foot corrugated metal culvert pipe at MP 17.4 (Bear Creek) and washed away half the roadway fill on the upstream end of the 8-foot multiplate culvert pipe at MP 21.56 (Grouse Creek).

MP 17.4 Temporary Repairs: The county moved the culvert back in place and restored the roadway surface sufficient to reopen the road to traffic at an estimated cost as follows:

Labor	$314.56
Equipment	320.95
Total	$635.51

Permanent Repairs: State to contract the construction of a reinforced concrete bridge 45' long by 28' wide with approaches to replace the culvert at an estimated cost of $45,000.

MP 21.56
Temporary and Permanent Repairs: The County repaired the roadway by replacing the roadway fill, riprap, and surfacing material at an estimated cost as follows:

Labor	$1,325.96
Equipment	1,566.80
Total	$2,892.76

Due to safety factors involved the roadway facility was restored in one continuous operation (Temp. & Perm.).

Requirements of PPM 90-1: A negative declar relief projects, statewide, for temporary an of damages to highways and highway facilitie natural disaster or catastrophic failure, wa approved by the Federal Highway Administrati

A-95 Review: The project is exempt from Sta review under working agreement dated Februar

System Action, Airports, Railroads, Water De and Recreational Areas: None involved.

Public Hearings, Location and Design Approva paragraph 3c of PPM 20-8.

Note: This project is in Congressional Dist

k Bridge & Grouse Creek Sections
5 32-100 in Wallowa County
Project No. ER-307(2)

ned:

ity: The present facility consists of a 20-foot
roadway.

The unusually severe storms in January 1974 and
waters washed out the 7-foot corrugated metal
MP 17.4 (Bear Creek) and washed away half the
the upstream end of the 8-foot multiplate
MP 21.56 (Grouse Creek).

ry Repairs: The county moved the culvert back
stored the roadway surface sufficient to reopen
ffic at an estimated cost as follows:

or	$314.56
ipment	320.95
al	$635.51

rs: State to contract the construction of a
rete bridge 45' long by 28' wide with approaches
culvert at an estimated cost of $45,000.

rmanent Repairs: The County repaired the
cing the roadway fill, riprap, and surfacing
timated cost as follows:

	$1,325.96
ment	1,566.80
l	$2,892.76

ctors involved the roadway facility was restored
s operation (Temp. & Perm.).

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the Federal Highway Administration on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse review under working agreement dated February 29, 1974.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 2.

8071

June 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 41, Project No. ER-307(2) for the Bear Creek Bridge and Grouse Creek Sections of FAS 32-100 County Road, which we desire to include in the Federal-aid Emergency Relief Program.

P S & E documents will be submitted during the month of July, with a P S & E request for authorization for the contract work in late July in the amount of $45,000.

The title sheet plan will be submitted with the project agreement.

Attach.

DAR:dg

SALEM, OREGON
May 3, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

ER, January 1974 Storm Damage
Wallowa County

Attention Mr. R. N. Chase

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Would you please program the following projects with the FHWA.

FAS 32-100 Bear Creek (Flora Road) Bridge Section.

EXISTING FACILITY: 20-foot gravel roadway with 7-foot corrigated metal pipe culvert for Bear Creek.

High water in Bear Creek from the storms on January 14 through 17 washed out the 7-foot corrigated metal culvert at this location, and moved it 200 feet downstream.

Temporary repairs consisted of replacing the culvert and restoring the roadway. Temporary repairs completed on January 23, 1974.

TEMPORARY COSTS:	Labor	$314.56
	Equipment	320.95
		$635.51

PERMANENT REPAIRS: State to contract the construction of a reinforced concrete bridge with a 28-foot roadway. The cost is estimated to be $45,000.

FAS 32-115 Upper Imnaha River Road.

Imnaha · Imnaha River Woods Section
FAS 32-115

EXISTING FACILITY: 20-foot gravel surface roadway.

The Imnaha River on January 16 and 17 flooded areas of this roadway over a distance of 23 miles. Some areas were more heavily damaged than others. The main loss was riprap and bank protection along with crushed rock wearing surface and embankment.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

The immediate temporary repairs were quite extensive to protect the roadway against the anticipated spring runoff. These temporary repairs consisted of replacing riprap, some culverts, removing debris and placing embankment. Because of the anticipated spring runoff many of the repairs were permanent in nature. Temporary repairs were completed on March 20, 1974.

TEMPORARY COSTS:	Labor	$ 6,461.29
	Equipment (County)	14,058.70
	" (Leased)	2,353.75
	Materials	1,151.65
		$24,025.39

The permanent repairs are to consist of repairing and replacing riprap around bridge footings, complete bank riprapping, and place 3/4"-0 rock wearing surface at required places along this section.

PERMANENT COSTS:	Labor	$ 5,841.60
	Equipment (County)	9,120.00
	" (Leased)	2,353.75
	Materials	3,003.00
		$20,318.35

Also attached are six copies of the county force order for the permanent work on FAS 32-115. Would you please submit this force order to the FHWA for approval.

HR:ljt

Att.

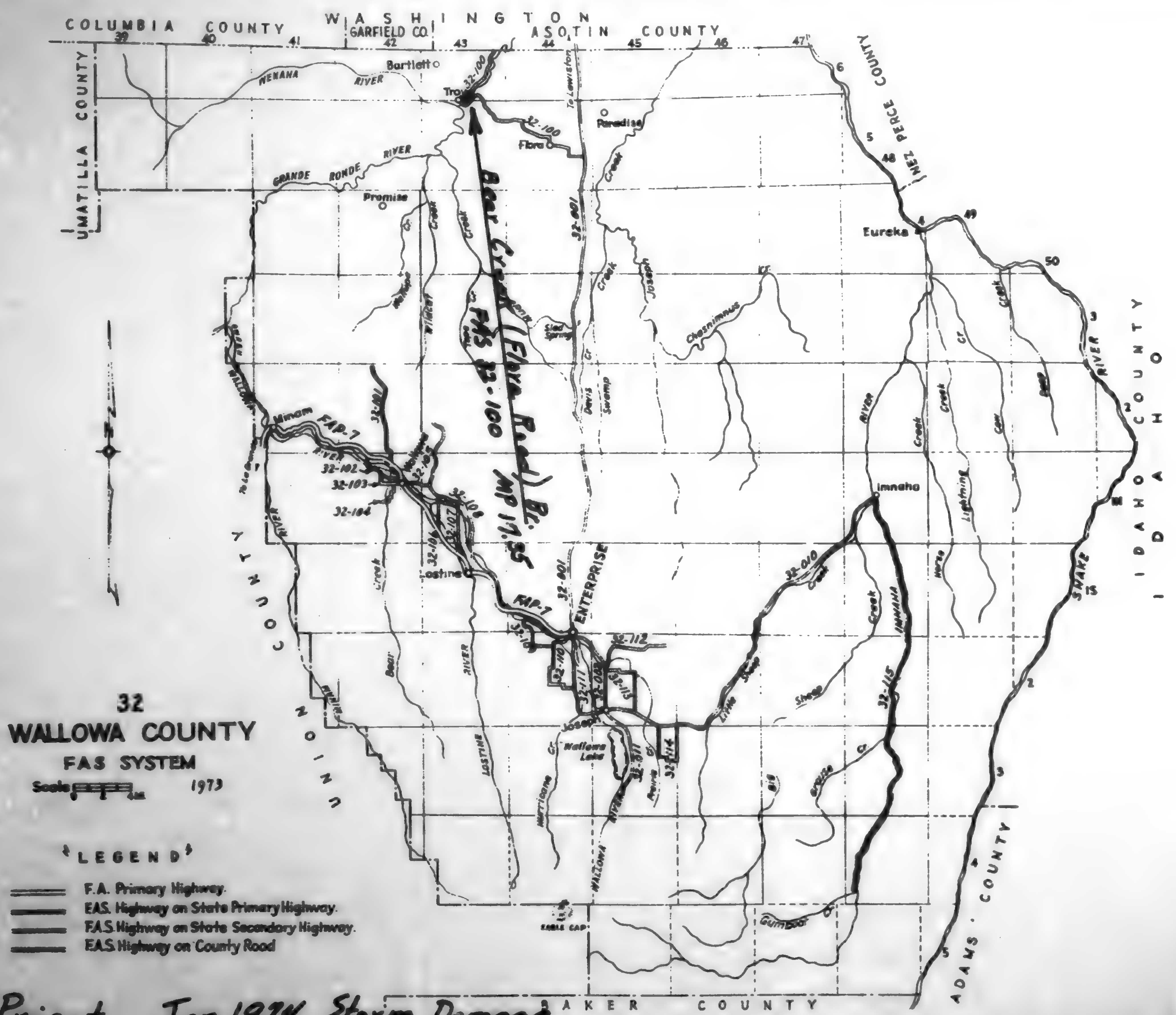
WALLOWA COUNTY
ER Project
January, 1974 Storm Damage

FAS 32-100: Bear Creek (Flora Road) Bridge Section, $45,000.

Construct a reinforced concrete bridge with a 28-foot roadway. No sidewalks. The contractor is to remove the existing structure and salvage for county. No additional right-of-way. Contractor is to construct the approaches and connections. No utilities.

State to make survey and plans and award contract.

County to construct and maintain the detour and place the riprap.


32
WALLOWA COUNTY
FAS SYSTEM
Scale
1973
LEGEND
F.A. Primary Highway.
FAS. Highway on State Primary Highway.
FAS. Highway on State Secondary Highway.
FAS. Highway on County Road
WASHINGTON
COLUMBIA COUNTY
GARFIELD CO.
ASOTIN COUNTY
UMATILLA COUNTY
UNION COUNTY
BAKER COUNTY
ADAMS COUNTY
IDAHO COUNTY
IDAHO
NEZ PERCE COUNTY
Bear Creek (Flora Road) Br.
FAS 32-100
MP 17.35
Troy
32-100
Bartlett
Flora
Paradise
Promise
To Lewiston
WENAHA RIVER
GRANDE RONDE RIVER
Eureka
Minam
FAP-7
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Lostine
ENTERPRISE
Joseph
Wallowa Lake
Imnaha
IMNAHA
SNAKE RIVER
Chesnimnus
Joseph Creek
Davis Cr.
Swamp Creek
Wildcat Creek
Bear Creek
LOSTINE RIVER
Hurricane Cr.
WALLOWA RIVER
Prairie Cr.
Little Sheep
Sheep Creek
Granite Cr.
Gumboot Cr.
Big
Horse Creek
Lightning Creek
Cow Creek
Deep Creek
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ER Project Jan. 1974 Storm Damage

8071

J

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 23, 1974

AGENDA
APR 3 0 1974
4K

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Emergency Relief Projects
January 1974 Storm Damage

Attached are tabulations and summaries describing six proposed county ER (Emergency Relief) projects--two in Clackamas County, three in Columbia County, and one in Wallowa County.

The two projects in Clackamas County are for repairing roadway embankments and shoulders and placing a riprap protection blanket at each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at Mile Point 1.6 on Clackamas River Road, FAS 131. The total estimated cost of both these projects is $87,000 with no cost to the State.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on Fern Hill Road, FAS 567, at M.P. 1.27. The other two projects are on the Vernonia-Scappoose Road, FAS 609, at M.P. 2.8 and M.P. 7.0. The total estimated cost of all three of these projects is $647,000 with no cost to the State.

The project requested by Wallowa County is to construct a bridge over Bear Creek on Flora Road, FAS 32-100, at M.P. 17.35. The estimated cost of this project is $45,000 with no cost to the State.

These counties have requested that the State do the field work and award the contract and supervise the construction on their behalf.

These projects will be on the agenda for the April 30. I recommend your approval.

Attachments

bc: ✓C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
Ed Hardt
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt kmb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1974

FILE:

~~FROM:~~ TO: ✓Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

~~TO:~~

SUBJECT: ER Projects
January, 1974 Storm Damage

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

OK ESH
4 additional to
jobs in the mill.

Attached are fifteen copies of the tabulations and maps describing and locating six proposed ER (Emergency Relief) projects; two in Clackamas County, three in Columbia County, and one in Wallowa County.

Both projects in Clackamas County are to repair roadway embankments and shoulders and place riprap protection blanket on each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at M.P. 1.6 on the Clackamas River Road, FAS 131.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on the Fern Hill Road, FAS 567 at M.P. 1.27. The other two are on the Vernonia-Scappoose Road, FAS 609 at M.P. 2.8 and M.P. 7.0.

The project in Wallowa County is to replace a bridge over Bear Creek on Flora Road, FAS 32-100 at M.P. 17.35.

The counties have requested that the State Highway Division do the field work and award the contracts and supervise the construction in their behalf.

If satisfactory, would you please present these projects to the Transportation Commission for approval at their April 30, 1974 meeting. A suggested letter to the Commission is attached.

HR;ljt

Att.

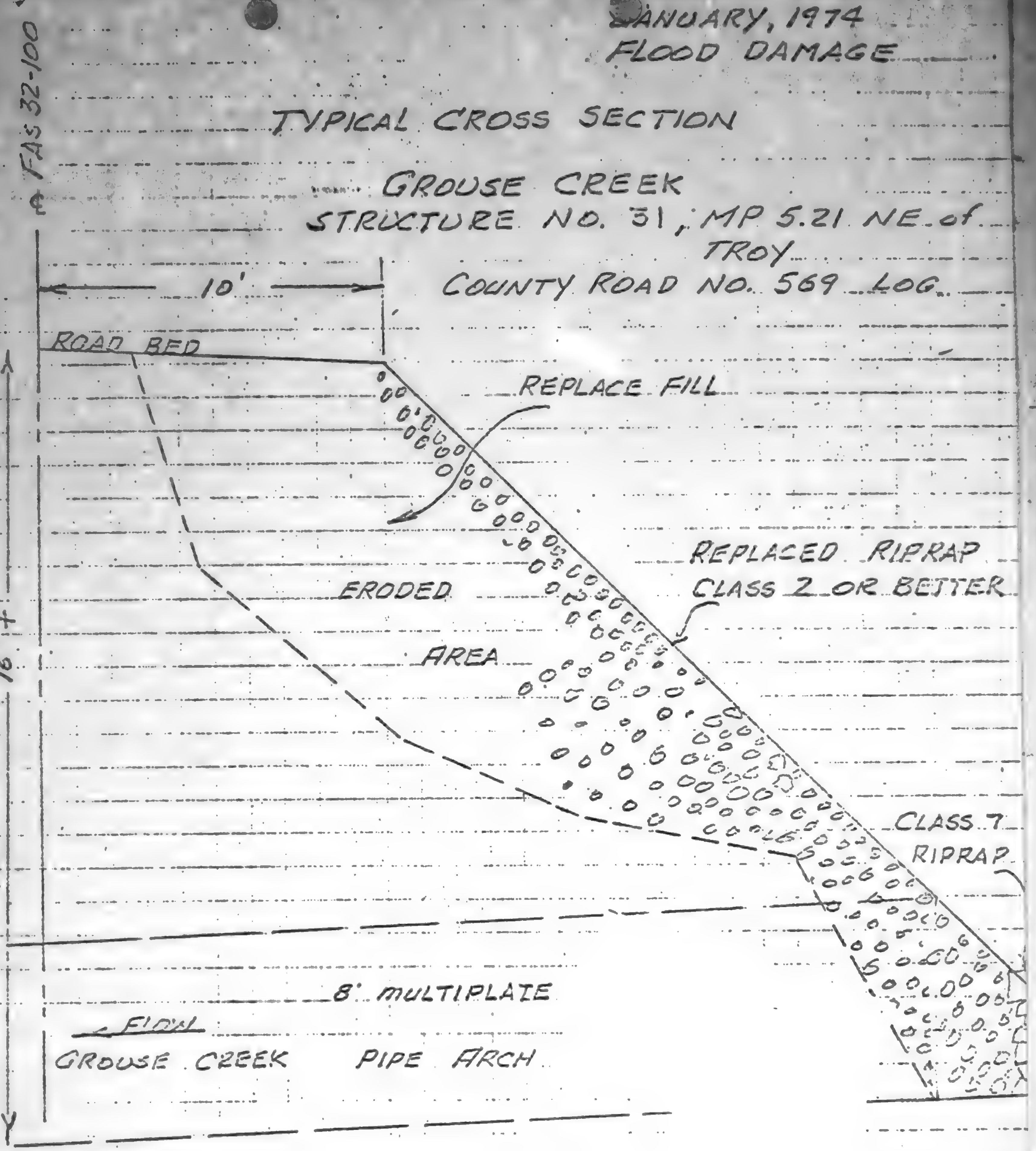
cc: L. W. Rulien

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

WALLOWA COUNTY
JANUARY, 1974
FLOOD DAMAGE

TYPICAL CROSS SECTION

GROUSE CREEK
STRUCTURE NO. 31, MP 5.21 NE of TROY
COUNTY ROAD NO. 569 LOG


℄ FAS 32-100
10'
ROAD BED
REPLACE FILL
ERODED AREA
REPLACED RIPRAP CLASS 2 OR BETTER
16'±
CLASS 7 RIPRAP
8' MULTIPLATE
← FLOW
GROUSE CREEK
PIPE ARCH

ER/FAS

CLAUDE H. HALL
JUDGE

WALLOWA COUNTY COURT

COMM. WM. DeGROFFT
COMM. CLIFFORD JOHNSON

Office of the Judge
Phone: 503-426-3586

Enterprise, Oregon 97828

State of Oregon

April 11, 1974

RECEIVED
COUNTY & CITY SECTION
APR 15 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Oregon State Highway Division
County and City Engineer
Salem, Oregon, 97310

Re: ER, Temporary and Permanent Repairs
January 1974 Flood

Gentlemen:

Listed below and enclosed herewith are estimates and final costs pertinent to the above subject.

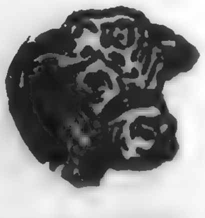
FAS Route No. 32-100, Structure No. 30.
This structure, a seven foot corrugated metal pipe carries the water of Bear Creek under the Grande Ronde River Road (FAS 32-100). The flood water from Bear Creek washed the culvert out and carried it downstream about 200 feet towards the Grande Ronde River. Temporary repairs to the road and structure were made by pulling the culvert back into place and backfilling it to provide travel on the road.

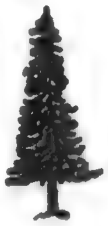
DATE OF COMPLETION OF TEMPORARY REPAIRS January 23, 1974

TOTAL OF TEMPORARY WORK COST:

1.	Labor	24 Hr. @3.89	93.36
	Labor	16 Hr. @3.75	60.00
	Labor	40 Hr. @4.03	161.20
2.	Equipment		
	A. Pickup (1) 9.5 Hr. @2.10		19.95
	B. Hough Loader (1) 6 Hr. @8.00		48.00
	C. D-5 Cat dozer (1) 12 Hr. @9.00		108.00
	D. Dump Trucks-10cy (2) 29 Hrs. @5.00		145.00

TOTAL EMERGENCY REPAIRS $ 635.51





Switzerland of America
A
LAND OF OPPORTUNITY
SCENIC MOUNTAINS - DEEPEST CANYON IN AMERICA - RICH VALLEYS - SPORTSMAN'S PARADISE
CLEAN AIR - LAKES - STREAMS

TYPICAL SECTION

Since this is a bridge replacement project no typical section is being submitted herewith.

PERMANENT REPAIRS

No permanent repairs were made at the time the temporary repairs were made. Request that bridge replacement be contracted through Oregon State Highway Department.

DATE OF DISASTER

January 14 - 17, 1974.

The above information is submitted on behalf of Wallowa County by Verne H. Russell, Director of Public Works for Wallowa County.

Sincerely,

Verne H. Russell
Director Public Works

VHR:gb

(Form ER-2a).

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 2

F. A. Project No. 32-100-600 **Date** April 10, **19** 74

Highway Grande Ronde River

County Wallowa **Prefix** 74 **Account No.** 600

Description of Work To Be Done:

Construct new bridge to replace 7 foot corrugated metal pipe. This work is requested to be contracted with the Oregon State Highway Division to do the Engineering and awarding of Contract.

Location: Sta. to Sta. or MP. to MP.

MP. 1.01 - Bear Creek Bridge

Estimate of Quantities and Costs:

Structural Excavation 150 cy. @20.00	$ 3,000.00
Piling 220 lineal feet of 10x42 steel @6.50	1,430.00
Concrete Class A 70 cy @120.00	8,400.00
Prestressed slabs - 8-4x30 @1,400.00	11,200.00
Re-inforcement 6,500 lb. @.40	2,600.00
Metal railing	1,000.00
TOTAL	$ 27,630.00

Explanation:

The above costs reflect only the construction and items pertinent to it. Backfill and traffic control, detours, fencing, etc. would be done by County forces. No ER-2b form is being submitted for County Force work.

Wallowa County

Submitted by: Dir. Public Works. **Approved:**

3-20-74

COUNTY ROAD ~~[illegible]~~ ER PROJECT REQUEST

Name of County WALLOWA FAS No. 32-100 Date March 14, 1974
County Road Name ~~Grande Ronde River Road~~ Flora
Section Name Bear Creek
Type of Project Bridge Construction
Location of Project (Attach sketch map) 1 mile East of Troy, Oregon
ADT 100 Design Speed 35

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 21 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population_____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired_____________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________No____________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________

Remarks re Section I:____________

II. BRIDGE PROJECT DATA

1. Name of river or stream *Bear Creek*
2. Name of bridge *Bear Creek*
3. Dimensions of existing bridge. Length *7'* Roadway Width *24*
4. Type of design and material used in existing bridge. *Existing structure is 7 foot Cmp.*
5. Location (please attach map with location marked):____________
Section *34* Township *6 N* Range *43 E.* W.M.
6. Desired width of proposed bridge *28 feet* Approx. length *30 feet.*
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No x
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes x No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Solid abutments around Steel piles and pre-stressed Concrete deck
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No x
Explain Have no materials of the type required.

10. Foundation Testing: By County? Yes______ No______
By State? Yes x No______

11. Will County close road during construction? Yes______ No x

12. Can presently established road be used as detour? Yes______ No x

13. Must a new detour be constructed? Yes x No______

14. Will detour be constructed & maintained by County? Yes x No______

15. Will detour be constructed & maintained by Contractor? Yes______ No x

16. Will County sign project outside work area during construction?
Yes______ No x

17. Will Contractor sign project outside work area during construction?
Yes x No______

18. Approaches or Connections by County Yes x No______
by Contractor Yes______ No______
Traveled surface: Type gravel Width 24'
Shoulder surface: Type gravel Width 2'-2'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ~~x~~ No x

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes______ No__X___
By County ________ Contractor________
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes______ No__X___
Use for detour? Yes______ No__X___
Removed by County? Yes______ No______
Removed by Contractor? Yes__X___ No______
Salvaged by Contractor for County? Yes______ No__X___

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X___ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X___ Size__________
Company______________________________
b. Sanitary sewer mains: Yes________ No__X___ Size__________
Company______________________________
c. Storm sewer: Yes________ No__X___ Size__________
Company______________________________
d. Gas mains: Yes________ No__X___ Size__________
Company______________________________
e. Power lines: Yes________ No__X___ Size__________
Company______________________________
f. Telephone lines: Yes________ No__X___ Size__________
Company______________________________
g. Other Utilities: None______________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X___

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X___

26. Does County wish complete job of illumination in project?
Yes________ No__X___

27. Is project contingent upon other factors? Yes__X___ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Contract should co-incide with period when Creek is nearly dry after Spring run off.

Remarks re Section II: Culvert is too small and is consistantly subject to overflow.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __60__ Minimum __60__

2. Is any additional right-of-way needed? Yes_____ No__X__

3. Should State prepare options? Yes_____ No_____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No___

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No__X__

7. Is there any merchantable timber on right-of-way? Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__X__
If yes, give type and name of utility company:______________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No__X__
If yes, give type and name of utility company:______________________________
____

13. Are utilities on existing right-of-way by permit ______ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__X__
If yes, give name of irrigation company or district____________________
____
and dates between which water can be turned off: From_______________
To___________________

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger___________ Speed___________
Freight_____________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private X Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course X Level Course ______ Mineral Agregates ______
   Location Sec. 34, T6N, R43 E.W.M. adjacent to Cons. site.
   Miscellaneous Items ______

Remarks re Section V Material is in connection with backfill operations.

VI. FINANCIAL DATA

1. Estimated Cost: $ 40,000

2. Available FAS Funds $ 250,000

3. Does County wish advancement of future Federal funds? Yes ______ No ______
   Amount ______

4. Date match money is available ______

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: ______

Remarks re Section VI Propose use of ER funds for construction.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None - except for remote area and availability of material for concrete.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By Wm M DeGroff
County Commissioner

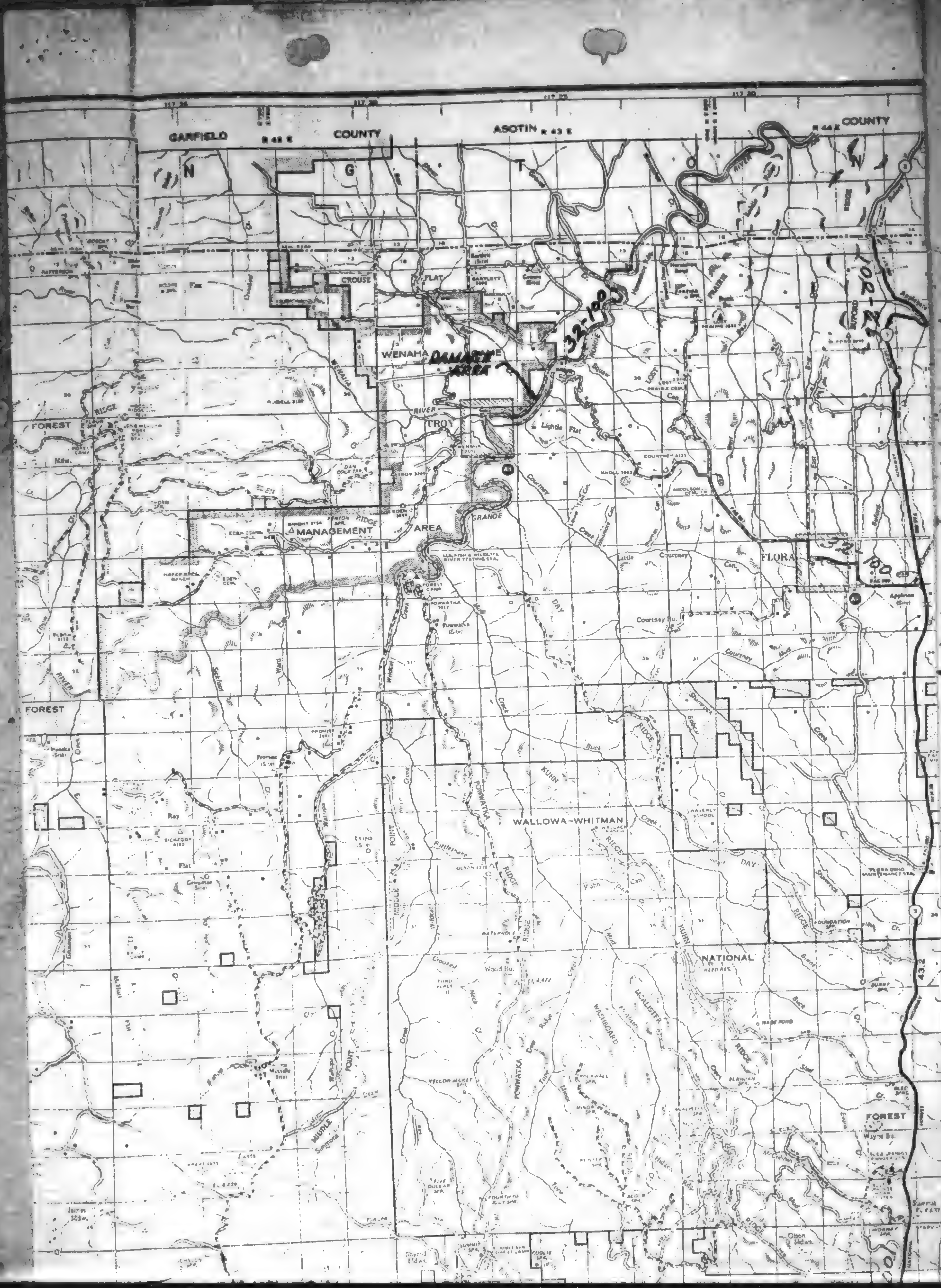
By ______
County Commissioner

By ______
County Engineer or Roadmaster

County ______
Date ______

______
O.S.H.D. Field Engineer

Date 4-30-74


GARFIELD
R 42 E
COUNTY
ASOTIN
R 43 E
R 44 E
COUNTY
CROUSE
FLAT
WENAHA
DAMAGE AREA
32-100
YOR-21
TROY
RIVER
Lightle Flat
FOREST
RIDGE
MANAGEMENT
AREA
GRANDE
U.S. FISH & WILDLIFE RIVER TESTING STA.
FLORA
32-100
Appleton
Courtney Bu.
DAY
RIDGE
FOREST
KUHN
WALLOWA-WHITMAN
POWWATKA
POINT
MIDDLE
NATIONAL
WASHBOARD
McALISTER
FOREST
Wayne Bu.
43.2
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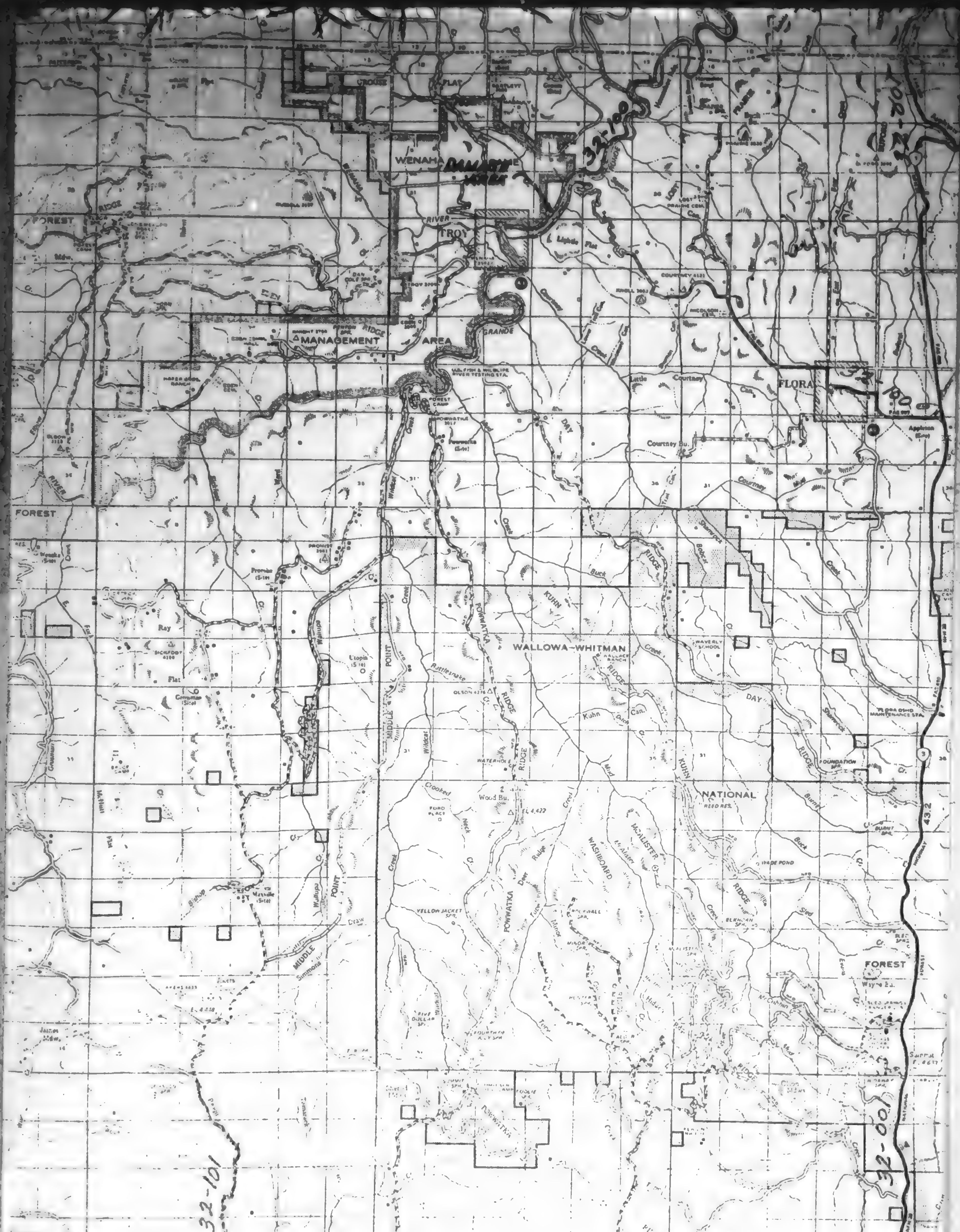

CROUSE
FLAT
WENAHA
BALLASTIE
TROY
RIVER
32-100
32-101
FOREST
RIDGE
MANAGEMENT
AREA
GRANDE
FLORA
32-100
Appleton
Little Courtney
Courtney
Courtney Bu.
DAY
Powwatka
Buck
Kuhn
KUHN
RIDGE
WALLOWA-WHITMAN
WAVERLY SCHOOL
Shamrock
Bobcat
FOREST
Ray
Promise
Utopia
POINT
MIDDLE
Rattlesnake
Wildcat
OLSON
Waterhole
Crooked
Wood Bu.
Neck
Cr.
NATIONAL
McALISTER
WASHBOARD
Deer
Ridge
Mud
DAY
RIDGE
FOUNDATION
Burnt
Buck
Sled
YELLOW JACKET SPR.
POWWATKA
MIDDLE
Simmons
Draw
Wallupa
FOREST
Wayne Bu.
Dry
POWWATKA
32-100
32-101
43.2
3
LANDMASTER
ARRANGEMENT OF SHEETS
R 42 E

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNM[illegible]

Memorandum

DE[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1974

In reply refer to:

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Oregon Project FAS 32-100
Bear Creek Bridge

FROM : H. A. Schell, Div. Bridge Engineer

TO : Mr. R. A. Nichols, Area Engineer A5
Salem, Oregon

We reviewed briefly with you the hydraulics requirements of the above site and we find the old 7x7 culvert inadequate for the 2000 cfs flow and more appropriately should require a bridge. With the steep terrain and shallow channel (8' or less) and the possible debris problem we feel the 45' closed abutment proposed by the roadmaster is adequate. The estimated cost for such a structure in this remote area would be approximately $38,000.

for H. A. Schell

eb

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 2/13/74 **Disaster** JAN 14, 21/1974 **Applicant** WALLOWA C

Inspection Made By R.A. NICHOLS FHWA, DALE ALLEN OSHD
CECIL WALDRIP AND VERN RUSSELL, WALLOWA COUNTY **Type of Work:** T - Temporary Em

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost
FLORA ROAD	FAS 32-100								
				T, P	WORK DONE PRIOR TO INSPECTION (SEE REMARKS)				$3600
		15.8	1	P	EMBANKMENT	700	CU YD	1.00	$700
		17.35	2, 3 4	P	PRESTRESSED CONCRETE STRUCTURE OVER BEAR CREEK				
					SUPERSTRUCTURE (45'x28')	1260	SQ FT	$18	$22,680
					ABUTMENTS, CONCRETE	160	CU YD	$100	16,000
					CHANNEL CORRECTION (EXCAVATION)	2000	CU YD	$1.00	2000
					RIP RAP	1000	CU YD	3.00	3000
		21.56	5	P	REPLACED EMBANKMENT AT GROUSE CREEK	COST INCLUDED IN FIRST ITEM			

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

ction 2/13/74 Disaster JAN 14, 21, 1974 Applicant WALLOWA COUNTY Page 1 of 2

de By R.A. NICHOLS FHWA ; DALE ALLEN OSHD
CECIL WALDRIP AND VERN RUSSELL, WALLOWA COUNTY

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
FAS 32-100									THE DAMAGE ON THIS ROAD CONSISTED OF ① DEBRIS ON THE ROAD IN NUMEROUS LOCATIONS. MOST OF THIS DEBRIS WAS CARRIED BY RUN OFF DOWN ADJACENT DRAWS. (2) WATER FROM GRANDE RONDE RIVER FLOWED OVER ROAD AT MP 15.8. SOME MATERIAL WAS ERODED FROM ROAD AND DEPOSITED ON ADACENT FIELD. FUTURE DAMAGE TO BOTH ROAD AND ADJACENT LAND COULD BE MINIMIZED BY RAISING GRADE OF THE ROAD. THIS WOULD DIVERT FLOOD WATERS BACK INTO RIVER CHANNED. (3) SEVEN FOOT CULVERT AT BEAR CR. (MP 17.35) WAS WASHED OUT. THE COUNTY PUT THIS CULVERT IN TO REPLACE AN OLD DETERIORATD. WOOD BRIDGE SEVERAL YEARS AGO. THE CULVERT HAS BEEN PUT BACK IN. BUT MR RUSSELL SAID THEY ARE GOING TO REPLACE IT WITH
			T, P	WORK DONE PRIOR TO INSPECTION (SEE REMARKS)				$ 3600	
	15.8	1	P	EMBANKMENT	700	CU YD	1.00	$ 700	
	17.35	2,3 4	P	PRESTRESSED CONCRETE STRUCTURE OVER BEAR CREEK					
				SUPERSTRUCTURE (45'x28')	1260	SQ FT	$ 18	$ 22,680	
				ABUTMENTS, CONCRETE	160	CU YD	$ 100	16,000	
				CHANNEL CORRECTION (EXCAVATION)	2000	CU YD	$ 1.00	2000	
				RIP RAP	1000	CU YD	3.00	3000	
	28.56	5	P -	REPLACED EMBANKMENT AT GROUSE CREEK	COST INCLUDED IN FIRST ITEM				

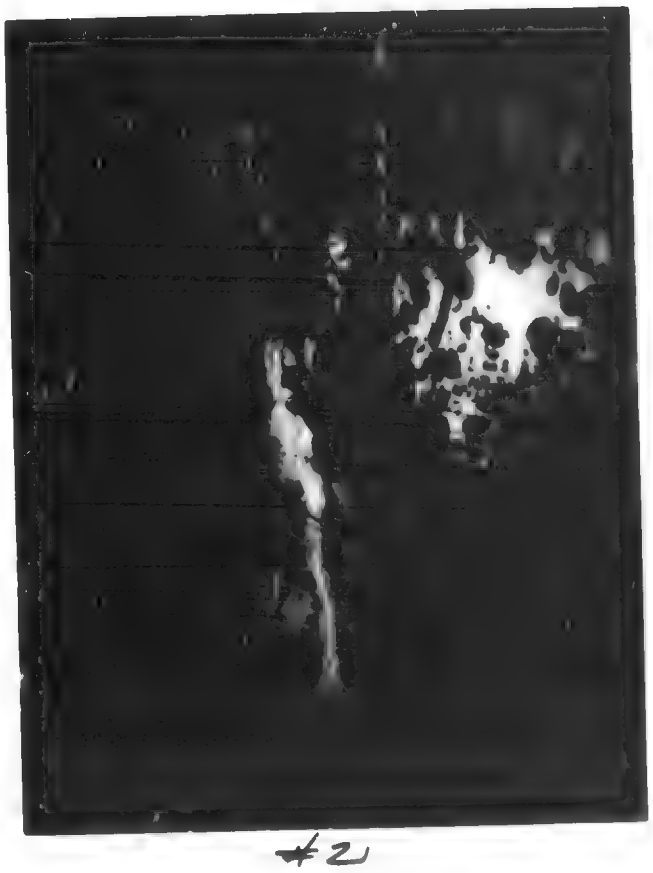
A structure this year because the culvert is not adequate. He also mentioned that he doubted if the old wood structure would have handled this runoff.

There is no flow data on this stream, but this stream drains an area of about 8 square miles and based on our flow charts plus a little extra capacity for debris, a 45 ft. bridge is required.

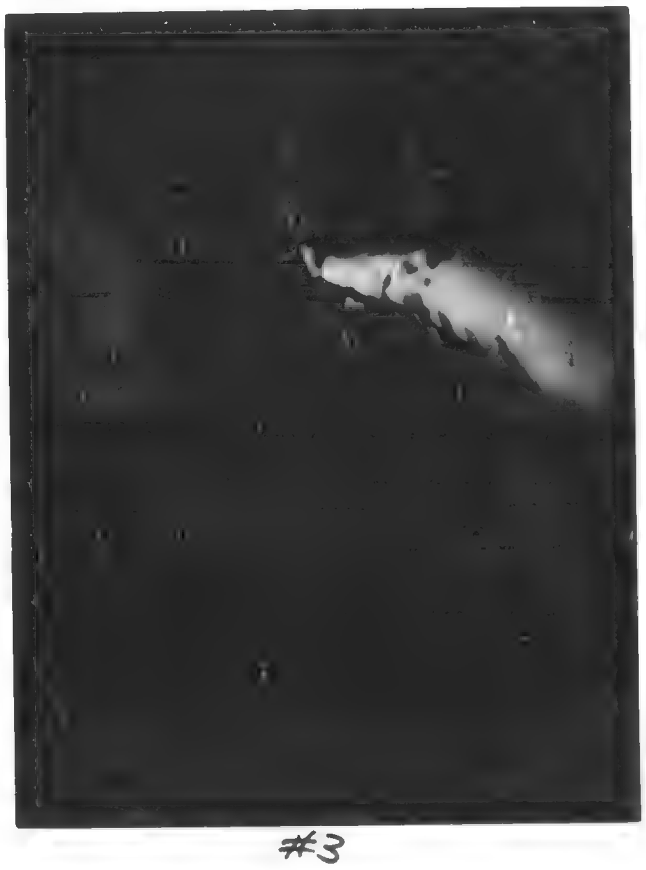
4. Water from Grouse Creek (MP 21.56) removed part of the road.

   The County forces had replaced this fill, put the culvert at Bear Creek back in place, replaced the embankment there and removed the debris prior to January 30, 1974. The cost incurred to that date was about $3,600.

#1



#2



#3

#4

#5

8072 Memaloose Safety Rest Area 1974
Columbia River Hwy.
(Expansion of rest area)

8072

June 23, 1978

Mr. Robert L. Miller
Bond Claim Department
United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

Dear Mr. Miller:

Reference is made to your letter of June 15, which was received in this office on June 21, concerning the Waybo, Inc., Contract No. 8072, Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

This contract was completed on November 4, 1976, and was accepted by the State on June 9, 1977.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

June 15, 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Mr. C. W. Head, Commission Services

Dear Mr. Head:

United Pacific Bond U-773603, Principal
Waybo, Inc., Obligee
Oregon State Highway Division
Contract: No. 8072, Memaloose Safety
Rest Area Project

We understand a disputed claim, previously filed on behalf of Olson Electric Company, Inc., is still pending and that legal action may be commenced. Would you kindly inform us the date on which this highway was completed and accepted by the State of Oregon, Department of Transportation. Your prior correspondence indicated acceptance on June 9, 1977. We simply desire to verify if that is the correct acceptance date for this project, as required by the Oregon statutes relating to public works contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

bd

P.S. Best personal regards.

RECEIVED
21 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

UNITED PACIFIC INSURANCE COMPANY UNITED PACIFIC LIFE INSURANCE COMPANY RELIANCE INSURANCE COMPANY

ADDRESS CORRESPONDENCE TO: P. O. BOX 1216, TACOMA, WASHINGTON 98401

8072

J

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 30, 1977

The Oregon Bank
Parkrose Branch
P.O. Box 20068
Portland, OR 97220

Attention: Lou Lauman

Re: Waybo, Inc.
Contract 8072

This contract has been finalled. The $10,000 deposited in lieu of retainage on this project is hereby released.

Attached is safekeeping receipt 4165 for certificate #7391.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

attachment

NOTED
C.W. HEAD

cc: Waybo, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8072

June 22, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On June 13, 1977, we wrote to you concerning release of final payment on Contract No. 8072 awarded to Waybo, Inc. for work on the Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

The total contract amount is $1,169,141.24 including $800 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Waybo, Inc.
7580 N.E. Killingsworth
Portland, OR 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8072

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 20, 1977

The Oregon Bank
P.O. Box 2715
Portland, OR 97208

Attention: Investment Department

Re: Waybo, Inc.
Contract 8072

We have received safekeeping receipt 4165 for Preferred Savings Certificate 7391 maturing May 9, 1977 in the amount of $10,000.

This reduces the amount of deposit in lieu of retainage on the contract from $58,000 to $10,000 and releases the unallocated amount of $7,000.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Waybo, Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8072

15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 7, 1977

The Oregon Bank
Parkrose Branch
P.O. Box 20068
Portland, OR 97220

Attention: Lou Lauman
Vice President

Re: Waybo Inc.
Contract 8072

Retainage requirements on this contract have been reduced to $10,000. In accordance with the attached letter from Wayne J. Easley, President of Waybo Inc. he has indicated he wishes the amount in excess of $10,000 be released.

It will be necessary to issue a new certificate for $10,000 to replace the existing one.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Waybo Inc.

bc: C.W. Head (Att.)
R. Church(Att.)
C.W. Barrett(Att.)

NOTED
C. W. HEAD

WAYBO INC.
GENERAL CONTRACTORS - ROCK PRODUCTS
7580 N.E. KILLINGSWORTH ST.
PORTLAND, OREGON 97218
PHONE: 254-1569

April 4, 1977

Vernon E. Skoog, Controller
% James J. Kinns
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Kinns,

In response to your letter of March 31, 1977 regarding contract #8072 retainage, it is our desire to have all the deposit in excess of the $10,000.00 released. I believe we have a total of $65,000.00 being held for you at this time. $7,000.00 of it was undesignated and the other $58,000.00 has been for contract #8072.

Yours truly,

Wayne J. Easley, Pres.
Waybo Inc.

WJE/de

RECEIVED
[illegible]
HIGHWAY ACCOUNTING

Kinns

8072

13

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Waybo., Inc.
7800 NE Killingsworth St.
Portland, OR 97218

Attention: Wayne J. Easley
President

Re: Contract 8072

Retainage requirements on this contract have been reduced to $10,000. You presently have $58,000 deposited in lieu of retainage on this project. $48,000 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: The Oregon Bank

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

II 8072 4-7-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-3(64)70

STATE PROJECT NO. See below

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 1-748

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO Rulien
FOR

Info	Index	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 9-4-74

DATE AUTHORIZATION EFFECTIVE 1-7-77

FEDERAL ROUTE NUMBER Interstate 80N

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:
"Memaloose Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Furnish and install rotary phase converter and refinish existing water control signal system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible]
[illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 3-28-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the amount of $3,700 - Federal funds $3,400.

Participating work is limited to the work necessary to make the electrical system for the rest area compatible with the power supply. Any work done to the system solely for the convenience of the State Park will be considered ineligible.

DATE 4-7-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8072

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 16, 1977

The Oregon Bank
Investment Department
P.O. Box 2715
Portland, OR 97208

Re: Waybo, Inc.
Contract 8072

Safekeeping receipt 4084 for preferred savings certificate 7352 in the amount of $65,000 has been received. This replaces safekeeping receipt 4040 for the same amount.

There is no change in the amount of securities deposited in lieu of retainage on this contract.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

cc: Waybo, Inc.

bc: C.W. Head
R. Church
C.W. Barrett,(Att.)

NOTED
C. W. HEAD

8072

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 17, 1977

The Oregon Bank
Investment Department
PO Box 2715
Portland, OR 97208

Re: Waybo, Inc.
Contract 8072

Safekeeping receipt 4040 for preferred savings certificate 7352 in the amount of $65,000 has been received.

In accordance with a conversation with Wayne J. Easley, President of Waybo, Inc. $58,000 is being applied to Contract 8072 and the balance will remain unallocated.

Vernon E. Skoog
Controller

By______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Waybo, Inc.--Wayne J. Easley

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

8072

February 1, 1977

Waybo, Inc.
7580 N. E. Killingsworth Avenue
Portland, OR 97218

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8072 for work on Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 61 days is granted because of quantity overruns and added orders. This will delete all liquidated damages that have accrued.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams
Norman L. Oliva

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8072

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 27, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Memaloose Safety Rest Area
Contract No. 8072
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Waybo, Inc. requests a 61-day extension which would delete all liquidated damages on this project. This request is based on quantity overruns and added orders. Bids were opened September 26, 1974 with a specified completion date of June 30, 1976. This amounts to about 617 calendar days allowed for the project (after allowing the usual 10 days after the contract was sent). The contract was completed November 4, 1976 with a stop work order in effect from August 20 to October 25 awaiting suitable seeding and mulching weather.

There are 41 change orders on the project involving added work plus quantity overruns in several bid items (top soil, trench excavation, shrubs). There have been two increases in the overall project authorization.

The Resident and Region recommend the 61-day extension based on specific days for 14 different work items. The extension can also be justified by a simple time-money comparison. On this basis, there has been about a 14.5 per cent money increase of the contractor's work which prorated against the original contract time would amount to 89 days. We therefore concur in granting the requested 61-day increase to the actual completion date of November 4 which will delete all liquidated damages that have accrued at $200 per day for $12,200.

This is an Interstate project and all of the added work has been participating, so the extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 28 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8072 Contractor Waybo, Inc.

Highway Columbia River

Section Memaloose Safety Rest Area

Kind of Work Grading, Paving and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows: See attached letter of transmittal.

Numerous change orders involved additional work or increase in bid item quantities and resulted in additional time as listed on attachments.

Construction Section:

Recommends 61-day extension of contract time because of quantity overruns and added orders. (Some 41 orders and an accumulated 14.5 per cent money overrun of contractor work.)

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8072

Project designation I-80N-3(64)70 State-Federal

Date awarded October 4, 1974

Work started November 11, 1974

Per cent completed 100 November 4, 1976 Date

No. of Workdays Allowed

No. of Workdays Used

No. of Added Workdays Requested 61

State Printing [illegible]

E—[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 20, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ ~~days to~~ by 61 days, within which to complete our Contract No. 8072, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached.

Respectfully submitted,

Waylo Inc.
Contractor

By Wayne J Easley Pres.

CONSENT OF SURETY

Date November 24, 1976

We, United Pacific Insurance Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact
Carol A. McAllister

(SEAL)

John L Boyd
Resident Agent
Fred. S. James & Co. of Oregon
Portland, Oregon

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon

January 3, 1977

Norman L. Oli

FROM: Norman L. Oliva
Resident Engineer

SUBJECT: Time Extension
Memaloose Safety Rest Area
Contract No. 8072

TO: Robert A. Sandmann
Region Construction Engineer

Enclosed for your approval are three copies of "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" submitted by the contractor for the above referenced project.

The list of reasons for a total of 61 additional days were selected from the contractors list of approximately 90 days. These 61 days involved some of the largest change orders on the project and they are not difficult to justify their legitimancy.

I recommend that we extend the contract by 61 days for the reasons submitted.

ROE RE RME [✓ RCE] FAE
RTE RECEIVED ENV.
RUE JAN 5 1977 RDE
RSO REGION 4 RBE
ASSIGNED________________

RE: Memaloose Safety Rest Area
Oregon State Highway Dept.
Project #8072

Reasons for time extension and number of days per reason
Contract Bid Item overrun:

			*BI/C.O.
1.	Approximately 2,700 cu. yds. of general excavation above the bid quantity - all in rock that had to be drilled and shot	7days	B.I. 8
2.	Approximately 1,000 cu. yds. of trench excavation above the bid quantity mostly drilled and shot	2 days	B.I. 9
3.	Approximately 4,500 sq. yds. of roadway obliteration above the bid quantity	2 days	B.I. 11
4.	Approximately 8,000 cu. yds. of topsoil furnished and placed, above the bid quantity	12 days	B.I. 12
5.	Approximately 1,600 shrubs furnished and planted above the bid quantity - preparation of shrub beds and additional irrigation system.	3 days	B.I. 65
6.	Screen walls in front of existing E.B. and W.B. rest room buildings remove old walls, reconstruct new ones with footings, etc. and paint existing rest room buildings.	4 days	PA 4 Rev.
7.	Load, haul and place special borrow approximately 7,300 cu. yds.	15 days	P.A. 6
8.	Install temporary sewer line hook up to keep existing rest rooms in operation, including septic tank pumping.	2 days	P.A. 8
9.	Construct water line to sanitary station, drilling and blasting required and construct fresh water station complete with water lines to, and drain lines from station.	2 days	P.A. 12
10.	Approximately 1,650 cu. yds. topsoil in random fills, hauled and placed	3 days	P.A. 16
11.	Remove and replace 60 ft. curb and 10 sq. yds. new sidewalk and make modifications in preparation for Oregon Trail Shelter bldgs.	1 day	P.A.15Rev &PA 17
12.	Relocation of seepage bed site requiring additional clearing, grading, etc.	2 days	P.A. 18
13.	Construct cut off trench with special filter fabric and drain rock to intercept and deflect subterranean water from flowing into sewage bed.	4 days	P.A. 32
14.	Seeding and mulching	2 days	P.A. 21
		61 days	

* Bid Item/Change Order

Memaloose Safety Rest Area
Contract No. 8072

Explanation of Reasons for Time Extension

Reason 1: Overrun of approximately 2700 Cu. Yds. of general excavation

All of the overrun occured in the E. B. Rest Area. Additional yardage was involved in the fresh water supply station that was constructed under a price agreement. The additional time involved principally a driller because it was all in solid rock and some additional (approximately 3 days) for excavation hauling to waste areas.

Reason 2: Overrun of approximately 1,000 Cu. Yds. of trench excavation

This overrun was caused by an overrun of pipe culverts installation and also the pipe excavation was deeper than originally anticipated. In most of these areas, the pipe was installed in solid rock areas which of course takes longer to install. The extra two days claimed by the contractor are for the drilling of rock and the additional time for excavation.

Reason 3: Overrun of approximately 4500 Sq. Yds. of Roadway Obliteration

This overrun occurred in the E. B. Rest Area. Much more of the old parking lot had to be torn up because it could not be blended in with the new grades nor could it be covered up. Most of the additional time was spent in ripping it up and hauling and burying in random fill areas.

Reason 4: Overrun of approximately 8,000 Cu. Yds. of Topsoil

Most of the overrun occurred in the W. B. Rest Area. Additional shrub beds were added around the old toilet building and near the new toilet building. Much of the additional time was spent in hauling the topsoil and the other time spent in contouring the shrub areas.

Reason 5: Overrun of Approximately 1600 shrubs

This reason ties in with the previous reason, in that the additional shrub beds constructed required plantings. Most of the time was spent on preparing the shrub beds and then planting the shrubs.

Reason 6: Overrun of Time Involved in Revamping the Front of the Old Toilet Buildings

This time overrun involved installing new rock faced screen walks and painting of the buildings. Each building required approximately 4 days of labor but only 2 days that the prime contractor was directly involved in.

Reason 7: Overrun of Time Involved in Hauling and Placing Special Borrow

This time overrun was by price agreement to place special borrow in areas where the grade had to be raised and in areas of solid rock where utility lines had to be installed. Most of the overrun time was spent in hauling of the borrow material and some time in placing it to the required grade.

Reason 8: Overrun of Time Caused by a Temporary Sewer line change which included Septic Tank Pumping

This work was performed by price agreement. The two days overrun were used in making the temporary hook up to the old W. B. weepage bed and then for the septic tank pumpings for a couple of weeks and then disassembling the temporary seepage bed hook ups.

Reason 9: Overrun of Time Involved with the installation of the fresh water station

This overrun of time was for drilling and excavating trenches for the potable water line and a drain line to an inlet 50 feet away. About 1 day was spent in drilling and excavating and the other day for installing the water lines and fresh water station.

Reason 10: Overrun of Time Involved for hauling and Placing Topsoil over Random Fill Areas

This overrun of time was for dressing up random fills for seeding and mulching and it was performed by price agreement. Most of the time involved was for hauling the topsoil to the E. B. Rest Area.

Reason 11: Overrun of Time Involved in Removing and Replacing 60 feet of Curb and in Removing and Replacing of Concrete Sidewalk and in Modifying Concrete Slabs for preparation of the Oregon Trail Shelters

These items are small and are lumped together to make one complete day. They actually took longer but the prime contractors involvement was approximately one day. All this work was done by price agreement.

Reason 12: Overrun of Time Involved with Relocation of the Seepage Bed

This work was done by price agreement. A new seepage bed had to be cleared and prepared because the Health Department didn't like the one that was constructed.

Reason 13: Overrun of TimeInvolved with Constructing a Special Cut-off Trench Above the Seepage Bed

This overrun of time came about when the relocated seepage bed began leaching out at the bottom of the bed area. Most of the water was subsurface water other than sewage water so a cut-off trench was installed to cut-off the subsurface water.

Reason 14: Overrun of Time Involved with Seeding and Mulching.

This work was performed by price agreement. The cuts and fill areas plus random fill areas were seeded. On two seperate days the contractor seeded and mulched slopes.

8072 15

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Memaloose Safety Rest Area		WEEK ENDING: January 22, 1977
		SECTION PREFIX 633-1007
[illegible] Columbia River		COUNTY Wasco
NAME OF JOB Memaloose Safety Rest Area	KIND OF WORK Grading, Paving and Facilities	
CONTRACTOR Waybo, Inc.	CONTRACT NUMBER 8072	FEDERAL AID PROJECT NUMBER I-80N-3(64)70
DATE OF CONTRACT October 4, 1974	DATE WORK STARTED November 11, 1974	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1,346,876.36	SPECIFIED COMPLETION DATE June 30, 1976	PERCENT OF TIME ELAPSED 109
EXCLUSIVE OF ENGINEERING: $ 1,226,876.36	ENGINEERING AUTHORIZATION $ 120,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.3
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,217,938.41	This Week 1,010.28 ENGINEERING COST TO DATE $ 120,534.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.4
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.7%	PERCENT OF AUTHORIZATION 100.4 %	DATE PROJECT WAS COMPLETED: November 4, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	1.0			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.0	1.0			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,700Cu.Yd.	7,500 Tons			
TOTAL QUANTITIES CORRECTED TO DATE	18,634Cu.Yd.	6,677 Tons			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Foggy & Cool			
MONDAY	17	Foggy & Cool			
TUESDAY	18	Cloudy & Cool			
WEDNESDAY	19	Fair & Cool			
THURSDAY	20	Cloudy & Cool			
FRIDAY	21	Cloudy & Cool			
SATURDAY	22				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 24 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No activity all this week.
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

Job Status: The semi-final is pending on reciept of a form PR 47 from the contractor. It is anticipated the semi-final material will be submitted by January 27, 1977.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Form [illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 1072

Order No. 6

Section Memaloose Safety Rest Area

Date January 3, 1977

Highway Columbia River

F.A.P. No. I-80N-3(44)70

County Wasco

Prefix 633-1007 Account No. 270-06

Description of Work To Be Done: The State is to furnish and install a Rotary Phase Converter and refurnish the existing water control signal system at the 50,000 gallon reservoir.

FHWA-ORE DIV APPROVED EFFEC. 1-7-77

Location by Station Numbers: Rest Area - Water Control Building and Reservoir site.

Estimate of Quantities and Costs:

Materials	-	-	$2,450.00
Equipment	-	-	400.00
Labor	-	-	850.00
		Total	$3,700.00

Explanation: The contract was completed near the first of November, 1976 so the work has to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,346,876.36
Present estimate of project cost, including $3,700.00 for work under this order	$ 1,341,638.41
Expected under-run ~~over-run~~ (amount)	$ 5,237.95
Expected under-run ~~over-run~~ (per cent)	0.38

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Olin
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
1-7-77

8072 p

DATE: November 10, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Second Request for Increase in Project Authorization
Memaloose Safety Rest Area, Contract No. 8072

An additional overrun of 6.6 percent is now apparent on this project which was completed November 4 with only some landscaping establishment work remaining. The project covered major expansion of both the east- and westbound units. A 9.15-percent increase was approved November 25, 1975. Since then there have been eight additional price agreements involving more work. The largest of these was to construct a ground water cutoff trench along the uphill side of the new seepage bed drainfield in an attempt to intercept ground water so the drainfield could function properly (this cost $19,400). A further overrun of topsoil and shrub planting has also occurred by adding or enlarging shrub planting areas from what the plans covered. Extension of the irrigation systems to serve these added areas was also required. An additional $20,000 overrun in engineering is now expected.

This was an Interstate-funded project and the overrun work has been federal participating. Your approval is requested for an increase of $83,372.10 to a new total authorization of $1,346,876.36. This matter will be on the Consent Calendar for consideration at your November 23 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
C. M. Williams
George Bell

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8072

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 9, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Memaloose Safety Rest Area
Contract No. 8072
Second Request for Increase
in Project Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith Form E-372 showing an expected 6.6 percent overrun of the existing authorization. The project was just completed November 4, but there is some landscaping establishment work remaining. A 9.15 percent increase was approved a year ago (11-25-75) Commission Meeting, when the project was about 82 percent completed and that request included $10,850 for future contingencies. There have been eight additional price agreements involving more work since then. The largest of these was to construct a ground water cutoff trench along the uphill side of the new seepage bed drainfield to try to intercept ground water so that the drainfield could function properly. This cost $19,400. A further overrun of topsoil and of shrub planting has also occurred by adding some additional shrub planting areas or enlarging from what the plans covered. An additional $20,000 overrun in engineering is now expected (the first overrun included about $18,000 for additional engineering).

The $12,000 item shown for other additional work orders is the amount the field expects to evolve from current negotiations with the contractor on irrigation system changes already performed. This is related to the shrub bed additions.

I have reviewed the price agreement items involving new pricing through the life of the contract and even including the additional estimated $12,000 for further adjustments, they would total something like 7.4 percent, or well under the 10 percent allowable under Public Contract Board rules.

A rough draft letter to the Transportation Commission requesting an increase of $83,372.10 to a new total authorization of $1,346,876.36 is attached. This was an Interstate funded project. The overrun work has been participating. All the engineering should participate under the new 15 percent Interstate limit.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 9 '76
REFER TO
FOR
D/R Sign Act File

Form E-[illegible] (Rev. 10-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Memaloose Safety Rest Area Date October 26, 1976

Highway Columbia River Contract No. 8072

County Wasco Kind of Work Grading, Paving and Structure Contractor Waybo, Inc.

	Authorized	Estimated	
Contract Amount	1,026,459.60	1,073,787.00	+ 47,327.40
Anticipated Items	1,760.00	1,445.08	- 314.92
Contingency (4½%)	135,284.66	151,644.28	+ 16,359.62
Engineering	100,000.00	120,000.00	+ 20,000.00
Credits	0.00	0.00	
PROJECT COST	1,263,504.26	1,346,876.36	

NET INCREASE $ 83,372.10 or 6.60%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) Price Agreements 22 through 32	4,359.62	+ 4,359.62
(U) Other Additional Work Orders	12,000.00	+ 12,000.00
(C) B. I. 9 Trench Excavation	23,273.10	+ 12,023.00
(C) B. I. 12 Furnish and Place Topsoil	43,180.20	+ 12,430.00
(C) B. I. 8 Gen. Exc.	110,505.00	+ 2,505.00
(C) B. I. 11 Obliteration of roadway	6,653.72	+ 2,399.00
(C) B. I. 65 Furnish and plant shrubs	28,224.00	+ 7,704.00

Principal reasons for overruns (Continue on reverse side): One of the major overrun of contract bid items involves trench excavation. This item overrun because we used it to pay for P. A. 32's excavation. The other major overrun of contract item is top soil. Additional shrub bed areas were constructed consequently overruning the item. (continued on the next page)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Norman L. Oliva
Norman L. Oliva Resident Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Confirmed by for Division Engineer

Noted by ~~Deputy or~~ State Highway Engineer

Expected Overrun Of Project Authorization
Memaloose Safety Rest Area
Contract No. 8072

The primary overrun of unanticipated items involved construction of major cut-off trench above the seepage bed.

Other agreements and change orders involve reimbursement for additional irrigation systems installed in the extra shrub beds and various other items such as valves and extra work on drainage system.

Liquidated damages of $10,000 cannot erase any of the overrun because the contractor appears to have valid reasons for overrunning contract time.

Some plan areas for shrub beds were too small on eastbound side and two areas apparently inadvertently not shown on plans were added on westbound below viewpoint and by building.

8072

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-126		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER 2	11-9-76	Project Number I-80N-3(64)70

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,276,144	$ 1,325,370
Federal funds	$ 1,177,600	$ 1,222,944
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy S[illegible]hway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen file

Oregon State Highway Division
Salem, Oregon, November 8, 1976

Federal-Aid Project
No. I-80N-3(64)70

Memaloose Safety Rest Area
Columbia River Hwy. in Wasco County

Revised Project Agreement Estimate

Type Code Y021
Safety Rest Area (Sta. 1705+00)

Subtotal on previous estimate of December 19, 1975 $ 923,431.19

Previous Estimate

General Excavation	16,409 cu.yd.	6.00	98,454.00
Trench Excavation	520 cu.yd.	15.00	7,800.00
			$ 106,254.00

Revised Estimate

General Excavation	18,417 cu.yd.	6.00	110,502.00
Trench Excavation	1,551 cu.yd.	15.00	23,265.00
			$ 133,767.00
	Increase		27,513.00
	Subtotal		$ 950,944.19
	Engineering		114,055.81
	Total		$1,065,000.00

Type Code Y022
Comfort and Convenience Facilities (Sta. 1705+00)

Total same as previous estimate of December 19, 1975 $ 260,370.00

Length of Project - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area (Y021)	$1,065,000.00	$ 982,675.00	$ 82,325.00
Comfort and Convenience Facilities (Y022)	260,370.00	240,269.00	20,101.00
Total	$1,325,370.00	$1,222,944.00	$ 102,426.00

Group 1	100%
Contract No.	8072
Prefix No.	633-1007

8072

75

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-15		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER 1	1-5-76	Project Number I-80N-3(64)70

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **October 11, 1974** ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,192,573	$ 1,276,144
Federal funds	$ 1,100,505	$ 1,177,600
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved Price Agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of January , 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer for
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-013

Gen files

Oregon State Highway Division
Salem, Oregon, December 19, 1975

Federal-aid Project
No. I-80N-3(64)70

MEMALOOSE SAFETY REST AREA
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 1705+00)

Subtotal on Previous Estimate of October 9, 1974			$ 847,457.29
Previous Estimate			
General Excavation	15,700 cu.yd.	6.00	94,200.00
Obliteration of Roadway	2,100 sq.yd.	1.00	2,100.00
Furnishing and Placing Topsoil	6,500 cu.yd.	3.00	19,500.00
			$ 115,800.00
Revised Estimate			
General Excavation	16,409 cu.yd.	6.00	$ 98,454.00
Obliteration of Roadway	6,654 sq.yd.	1.00	6,654.00
Furnishing and Placing Topsoil	15,000 cu.yd.	3.00	45,000.00
PA 1, Special Rock Backfill	1,030 cu.yd.	8.03	8,270.90
PA 6, Special Borrow	6,810 cu.yd.	4.00	27,240.00
PA 8, Temporary Sewer Line	Lump Sum		2,992.00
PA11, Pump Existing E.B. Septic Tanks	Lump Sum		3,163.00
			$ 191,773.90
	Net Increase		75,973.90
	Subtotal		$ 923,431.19
	Engineering		92,342.81
	Total		$1,015,774.00

Type Code Y022
Comfort and Convenience Facilities (Sta. 1705+00)

Total Same as Previous Estimate of October 9, 1974	$ 260,370.00

Length of Roadway - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area (Y021)	$1,015,774.00	$ 937,331.00	$ 78,443.00
Comfort and Convenience Facilities (Y022)	260,370.00	240,269.00	20,101.00
Totals	$1,276,144.00	$1,177,600.00	$ 98,544.00

Group 1 - 100%

Contract No. 8072

Prefix: 633-1007

8072

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10 - 39	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NO. 6	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 10-11-74	COUNTY Wasco
		PROJECT NO. I-80N-3(64)70

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Memaloose Safety Rest Area (M.P. 73)

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			▨
CONSTRUCTION	Utility Adj.	7-31-73 9-4-74	0.00
OTHER *(Specify)*			

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,192,573	$ 1,100,505

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer October 11, 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-3(64)70

MEMALOOSE SAFETY REST AREA

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Salem, Oregon, October 9, 1974

Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 1705+00)

Mobilization	All	Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Temporary Signs	1,220	sq.ft.	7.00	8,540.00
Temporary Barricades	12	only	150.00	1,800.00
Flagmen	370	hour	12.00	4,440.00
Clearing and Grubbing	All	Required		5,000.00
Removal of Structures and Obstructions	All	Required		5,000.00
General Excavation	15,700	cu.yd.	6.00	94,200.00
Trench Excavation	520	cu.yd.	15.00	7,800.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Obliteration of Roadway	2,100	sq.yd.	1.00	2,100.00
Furnishing and Placing Topsoil	6,500	cu.yd.	3.00	19,500.00
Watering	150	M-gal.	6.00	900.00
Structure Excavation	70	cu.yd.	15.00	1,050.00
1" - 0 Aggregate Base	4,640	ton	5.50	25,520.00
Asphalt Concrete Mixture	7,500	ton	11.25	84,375.00
Asphalt Cement in Mixture	475	ton	90.00	42,750.00
Concrete in Walls	47	cu.yd.	120.00	5,640.00
Reinforcement in Walls	3,280	lb.	0.50	1,640.00
12-inch Culvert Pipe	170	lin.ft.	9.00	1,530.00
15-inch Culvert Pipe	80	lin.ft.	12.50	1,000.00
18-inch Culvert Pipe	190	lin.ft.	15.00	2,850.00
24-inch Culvert Pipe	246	lin.ft.	18.50	4,551.00
36-inch Culvert Pipe	8	lin.ft.	40.00	320.00
12-inch Sewer Pipe	922	lin.ft.	7.00	6,454.00
Extra for Pipe Under Pavement	380	lin.ft.	20.00	7,600.00
Concrete Manholes	3	only	1,500.00	4,500.00
Concrete Inlets	17	only	400.00	6,800.00
Guard Rail, Type 2A	200	lin.ft.	15.00	3,000.00
Guard Rail Anchors, Type 2	1	only	150.00	150.00
Rail End Pieces, Type A	1	only	25.00	25.00
CL-4 Chain Link Fence	325	lin.ft.	6.00	1,950.00
CL-6 Chain Link Fence	450	lin.ft.	7.50	3,375.00
32' Double Gates	1	only	600.00	600.00
Concrete Walks	3,890	sq.yd.	10.00	38,900.00

Exposed Aggregate Concrete Walk	1,020 sq.yd.	11.50	$ 11,730.00
Concrete Mowing Strip	2,050 lin.ft.	0.90	1,845.00
Concrete Curbs	190 cu.yd.	90.00	17,100.00
Pedestrian Ramp	2 only	500.00	1,000.00
Paved Culvert End Slopes	140 sq.ft.	2.00	280.00
Salvage Guide Posts	30 only	10.00	300.00
Signing			
Removal of Existing Sign Installations	All Required		250.00
Move Existing Signs and Supports	All Required		500.00
Painted Wood Posts	All Required		500.00
Sign Support Footings	All Required		1,000.00
Breakaway Sign Posts	All Required		7,500.00
Type "B" Signs in Place	42 sq.ft.	30.00	1,260.00
Type "EE" Signs in Place	7 sq.ft.	30.00	210.00
Type "D" Signs in Place	20 sq.ft.	25.00	500.00
Thermoplastic Pavement Arrows	4 only	100.00	400.00
Illumination			
Metal Lighting Poles	All Required		22,000.00
Foundation for Metal Poles	All Required		4,500.00
Wood Lighting Poles	All Required		12,000.00
Foundation for Wood Poles	All Required		4,000.00
Luminaires and Ballasts	All Required		20,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		30,000.00
Electrical Supply	All Required		42,000.00
Landscaping			
Picnic Tables	21 only	560.00	11,760.00
Drinking Fountains	8 only	800.00	6,400.00
Litter Receptacles	23 only	250.00	5,750.00
Sand Urns	8 only	100.00	800.00
8-foot Bench	5 only	250.00	1,250.00
Sanitary Station	1 only	1,500.00	1,500.00
Furnishing and Planting Trees	40 only	21.00	840.00
Furnishing and Planting Shrubs	2,330 only	8.00	18,640.00
Furnishing and Planting Vines	160 only	0.80	128.00
Bark Mulch	55 unit	75.00	4,125.00
Sod Lawn	All Required		25,000.00
Irrigation System	All Required		57,500.00
Well Housing	All Required		4,000.00
Irrigation Pumping Installation	All Required		5,000.00
Water Control Room, Hydraulic Equipment	All Required		5,000.00

Drinking Fountain Water Supply Lines	1,250 lin.ft.	3.00	$ 3,750.00
Irrigation Supply Mains	1,100 lin.ft.	3.00	3,300.00
			$788,478.00

Anticipated Additional Items

Stage Construction Striping	All Required	$ 500.00
Permanent Striping	All Required	1,000.00
Temporary Erosion Control	All Required	1,000.00
On-the-Job Trainee (1 @ $800.00)	All Required	800.00
Install Three Phase Power Line (SFO#1)	All Required	55,679.29
		$ 58,979.29
	Subtotal	$847,457.29
	Engineering	84,745.71
	Total	$932,203.00

Type Code Y022
Comfort and Convenience Facilities (Sta. 1705+00)

Type 8 Toilet Building	2 only	45,000.00	$ 90,000.00
Information Shelter	2 only	5,000.00	10,000.00
Water Control Building	1 only	10,000.00	10,000.00
Extra Concrete	2 cu.yd.	100.00	200.00
Concrete Stairs	All Required		1,500.00
Stone Masonry Walls	All Required		25,000.00
Domestic Pumping Installation	All Required		4,000.00
Chlorination Installation	All Required		5,000.00
Irrigation Backflow Preventer Installation	All Required		4,000.00
Domestic Pumping Line	900 lin.ft.	3.00	2,700.00
Revise Existing Pipe Lines	All Required		1,500.00
Domestic Water Supply Lines	3,200 lin.ft.	3.00	9,600.00
Cast Iron Raw Sewerage Lines	All Required		26,000.00
Cast Iron Sewerage Lines	All Required		10,000.00
2-inch Cast Iron Fountain Drain Lines	All Required		2,000.00
3,000 Gallon Septic Tank	All Required		3,500.00
12,000 Gallon Septic Tank	All Required		7,500.00
1,000 Gallon Dosing Tank	All Required		3,500.00
Disposal Fields	All Required		20,000.00
			$236,000.00

Anticipated Additional Item

Building Permits	All Required	$ 700.00
		$ 700.00
	Subtotal	$236,700.00
	Engineering	23,670.00
	Total	$260,370.00

Length of Roadway - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area (Y021)	$ 932,203.00	$ 860,236.00	$71,967.00
Comfort and Convenience Facilities (Y022)	260,370.00	240,269.00	20,101.00
Totals	$1,192,573.00	$1,100,505.00	$92,068.00

Group 1 - 100%

Contract No. 8072

Prefix: 633-1007

MEMALOOSE SAFETY REST AREA

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

8072 15

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Memaloose Safety Rest Area
WEEK ENDING: November 6, 1976
SECTION PREFIX: 633-1007
HIGHWAY: Columbia River
COUNTY: Wasco
NAME OF JOB: Memaloose Safety Rest Area
KIND OF WORK: Grading, Paving and Facilities
CONTRACTOR: Waybo, Inc.
CONTRACT NUMBER: 8072
FEDERAL AID PROJECT NUMBER: I-80N-3(64)70
DATE OF CONTRACT: October 4, 1974
DATE WORK STARTED: November 11, 1974
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: June 30, 1976
PERCENT OF TIME ELAPSED: 672/637 = 109
PROJECT AUTHORIZATION: $1,1263,504.26
EXCLUSIVE OF ENGINEERING: $1,163,504.26
ENGINEERING AUTHORIZATION: $100.000,00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,346,876.20
This Week 0.00
ENGINEERING COST TO DATE: $119,401.12
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 6.6 %
PERCENT OF AUTHORIZATION: 119 %
DATE PROJECT WAS COMPLETED: November 4, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,700Cu.Yd.	7,500 Tons			
TOTAL QUANTITIES CORRECTED TO DATE	16,400Cu.Yd.	6,675 Tons			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	31	Overast & Showers			
MONDAY	1	Overcast & Cool			
TUESDAY	2	Overcast & Cool			Routing Keasey K RECEIVED Richards
WEDNESDAY	3	Overcast & Cool			Bond Glenn Jackmond NOV 8 1976 Berg
THURSDAY	4	Overcast & Cool			Harwood Johnsen CONSTRUCTION
FRIDAY	5	Overcast & Cool			Walker SECTION
SATURDAY	6				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No activity
MONDAY 1	No activity
TUESDAY 2	No activity
WEDNESDAY 3	Seeded and mulched the bare areas as required.
THURSDAY 4	No activity
FRIDAY 5	No activity
SATURDAY 6	No activity

REMARKS

Job Status: The project has been completed. The semi-final material will be submitted approximately the first week of December.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP•F216

8072

Files

B

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

5729

FILED
OCT 4 1976
CLAY MYERS
SECRETARY OF STATE

October 1, 1976

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

NOTED ON CARD
10-14-76

Gentlemen:

This will acknowledge receipt of your Notice informing us that Waybo, Inc., prime contractor, owes you for certain labor and/or materials in the amount of $14,323.13.

This notice states this is in reference to the Waybo, Inc., Contract No. 8072 for work in Memaloose Safety Rest Area in Wasco County.

The United Pacific Insurance Company furnished the bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety and the prime contractor of the receipt of this Notice of Claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Waybo, Inc.
7580 N. E. Killingsworth
Portland, OR 97218

United Pacific Insurance Co.
Fidelity and Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

Hon. Clay Myers ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 6 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE TO Oregon State Highway Commission
Room 121 State Highway Building, Salem, Oregon
(Public Body or Lender)

TO WITHHOLD
AND VERIFIED STATMENT OF CLAIM OF

Olson Electric Company, Inc.

AGAINST

Prime Contractor: Waybo, Inc.
Subcontractor(if any) --
Owner of Public Body: Oregon State Highway Division
Improvement known as: Memaloose Safety Rest Area
Oregon State Project No. 8072
in the City of --, County of Wasco
State of Oregon

Olson Electric Company, Inc., "claimant," a corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of --, County of Wasco
State of Oregon known as: (Name and address of project or improvement)
Oregon State Highway Department - Memaloose Safety Rest Area
Project #8072
That the said claimant sold and delivered to: Waybo, Inc.
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electrical

Total value of material/labor agreed to be furnished $139,622.08
Total value of material/labor actually furnished is $139,622.08
Credit for materials returned, if any . . . . $ --
Amount paid on account, if any $125,298.95
Amount due after all just credits and offsets. . . . . $ 14,323.13

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $ 14323.13 as provided and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. (No bond required on public jobs)
(is/is not)

Date 9/28/76
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Firm name)
By Cal T Olson
President
(Official Capacity)

Subscribed and sworn to before me this 28 day of Sept, 19 76
Rosaly C. Dives

NOTARY
STAMP

My commission Expires 4/1/77

Verification for Corporation
STATE OF Washington
COUNTY OF Clark) ss.
Cal T Olson
Calvin T. Olson
(Claimant or Representative)
being first duly sworn deposes and says that X he is President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)

the corporation that executed the foregoing claim; that X he makes this verification on behalf of said corporation; that X he has read said claim and knows the contents thereof, and that the facts therein stated are true.
X Cal T Olson
(Signature of Affiant)

RECEIVED
SEP 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Prime Contractor: Waybo, Inc
Subcontractor(if any) --
Owner of Public Body: Oregon State Highway Division
Improvement known as: Memaloose Safety Rest Area
Oregon State Project No. 8072,
in the City of --, County of Wasco
State of Oregon
Olson Electric Company, Inc., "claimant," a corporation
(corp/partner/sold proprietorship)
furnished certain labor and/or materials used in that certain work of improvement situated in the City of --, County of Wasco
State of Oregon known as: (Name and address of project or improvement)
Oregon State Highway Department - Memaloose Safety Rest Area
Project #8072
That the said claimant sold and delivered to: Waybo, Inc.
(subcontractor/contractor/owner-builder)
erecting or constructing said work of improvement or a portion thereof; the aforesaid labor and/or materials being, to wit: (describe material and labor in detail)
Electrical

Total value of material/labor agreed to be furnished $139,622.08
Total value of material/labor actually furnished is $139,622.08
Credit for materials returned, if any . . . . $ --
Amount paid on account, if any $125,298.95
Amount due after all just credits and offsets. . . . . $ 14,323.13

AND YOU ARE HEREBY NOTIFIED to withhold sufficient monies held by you on the above described project to satisfy claimant's demand in the amount of $ 14323.13 as provided and in addition thereto sums sufficient to cover interest, court costs and reasonable costs of litigation, as provided by law.

A bond is not attached. (No bond required on public jobs)
(is/is not)

Date 9/28/76
cc:

Name of Claimant:
Olson Electric Company, Inc.
(Firm name)
By Cal T. Olson
President
(Official Capacity)

Subscribed and sworn to before me this 28 day of Sept, 1976
Rosaly C. Divers

NOTARY
STAMP

My commission Expires 4/1/77

Verification for Corporation
STATE OF Washington
COUNTY OF Clark) ss.
Cal T. Olson
Calvin T. Olson
(Claimant or Representative)
being first duly sworn deposes and says that X he is President
(Official Capacity)
of Olson Electric Company, Inc.
(Exact Corporate Name)
,
the corporation that executed the foregoing claim; that X he makes this verification on behalf of said corporation; that X he has read said claim and knows the contents thereof, and that the facts therein stated are true.
X Cal T. Olson
(Signature of Affiant)

RECEIVED
SEP 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Original of above notice received this ______ day of ______, 19____

8072

15

OREGON STATE
HIGHWAY DIVISION

July 21, 1976

Waybo, Inc.
7800 NE Killingsworth St.
Portland, OR 97218

Attention: Wayne J. Easley

Re: Contracts: 8072, 8314

We received a safekeeping receipt from the Oregon Bank for certificate of deposit #334, $65,000. At your request, we are crediting contract 8072 for $58,000 in lieu of retainage and contract 8314 for $7000 in lieu of retainage.

You should shortly be receiving our check for $46,164.89, returning the amount of your cashiers check used as a deposit in lieu of retainage on contract 8072.

Vernon E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

JP:bk

bc: ✓ C.W. Head
R. Church
C. Barrett

E-122

WAYBO INC.

GENERAL CONTRACTORS - ROCK PRODUCTS

7800 N.E. Killingsworth St.
Portland, Oregon 97218
254-1569

July 12, 1976

Oregon State Highway Dept.
Finance Section
State Highway Building
Salem, Oregon 97310

Attention Janice Petersen,

Dear Ms. Petersen,

Your department should have received, or will receive shortly a notification from the Oregon Bank that we have placed a certificate of deposit with them for safekeeping, in the name of the Oregon State Highway Division. The amount of the certificate will be for $65,000.00 and it is to be held for the State in lieu of retainage on our contracts #8072 and #8314. We would like $7,000.00 to be allocated to Contract #8314 and $58,000.00 to #8072.

In March we sent your office a certified, or cashier's check for $46,164.89 in order to have a certificate of deposit released at that time. We would now like to have that money plus the balance retained to date in our next payment, if possible. We hope this does not cause you a lot of extra work. Thank you.

Yours truly,

Wayne Easley
Wayne J. Easley, Pres.
Waybo Inc.

WJE/de

RECEIVED
JUL 13 1976
CONTRACT ACCOUNTING

SAFEKEEPING DEPARTMENT

the oregon bank

INVESTMENT DEPARTMENT
P.O. BOX 2715
PORTLAND, OREGON 97208
PHONE (503) 226-4266

NAME
Waybo Inc.
Assigned to The Oregon State Hwy Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

☒ DEPOSITED AND PLEDGED. The securities listed are deposited by depository bank to secure the repayment of funds deposited with it by see below and are to be held, released, surrendered and delivered in the manner prescribed by the Laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☐ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	ACCOUNT NO.	NO. VAULT	DISPOSITION OF INCOME
7-13-76			1	Parkrose Branch

UNIT SHARES FACE VALUE	DESCRIPTION
$65,000.00	ISSUE: The Oregon Bank Certificate of Deposit

RATE 5-1/2%

DUE 10-7-76

OPTIONAL

DATED 7-9-76

LEGAL

NEXT COUPON

Note: Funds in this certificate to be released to (contractor) only upon written notice to disburse from Oregon State Highway Division.

CERTIFICATE NO. #334

RECEIVED
JUL 15 1976
CONTRACT ACCOUNTING

FORM NO. 7/73 INV. #366

CUSTOMER COPY

2609

8072

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 23, 1976

The Oregon Bank
Investment Dept.
P.O. Box 2715
Portland, Oregon 97208

RE: Waybo, Inc.
Contracts 8072 & 8314

When Certificate of Deposit 285, $100,000, matures, the proceeds may be returned to the contractor, Waybo, Inc. This certificate is currently deposited in lieu of retainage on contract 8072 ($60,000) and 8314 ($40,000). The contractor has deposited a cashiers check with us sufficient to cover the retainage requirements on contract 8072 ($46,164.89).

We enclose the safekeeping receipt for certificate 285.

V.E. Skoog, Controller

By ____________________
Janice Peterson, Contract Payments Executive

JP/jm

cc: Waybo, Inc.
7580 N.E. Killingsworth
Portland, Oregon 97218

Form 81-734-1382

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	

CARD 1

Depositor Wayho, Inc.

Amount 46,464.89

Section Responsible for Monitoring Project Finance Branch

Estimated Completion Date 12/76

Purpose Deposit in lieu of retainage

Other Information (File #, FA Project, etc.) I 80N-3(64)70

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☒ Other When necessary

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix ______ PE Prefix ______
(4) ☐ SCA (7) ☐ Off System
(5) ☐ Urban (8) ☐ Title II, Normal
(6) ☐ FAS-C (9) ☐ Title II, Grade Crossing

CARD 2

Remarks Wayho to be reimbursed when retainage is reduced and/or contract is finaled.

Prepared by J Peterson Date 3/23/76

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	
Deposit Amt.	

Depositor

Remarks

Received by

Form 81-734-1382

8072

p

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1976

The Oregon Bank
Investment Dept.
PO Box 2715
Portland, OR 97208

Re: Waybo, Inc.
Contracts 8314, 8072

We received your safekeeping receipt 2307, covering TCD 277, $100,000 to be used as a deposit in lieu of retainage on our contracts 8314 and 8072 with Waybo, Inc. This replaces matured TCD 95969, $100,000. A copy of the safekeeping receipt for the matured security is enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Waybo, Inc.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

SAFEKEEPING DEPARTMENT

the oregon bank

INVESTMENT DEPARTMENT
P.O. BOX 2715
POR[illegible]AND, OREGON 97208
PHONE (503) 226-4266

☐ DEPOSITED AND PLEDGED. The securities listed are deposited by deposit[illegible] bank to secure the repayment of funds deposited with it by __________ and are to be held, released, surrendered and delivered in the manner prescribed by the Laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☒ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NAME Waybo Inc
Assigned to the Oregon State Hwy Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

NOT NEGOTIABLE. THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	ACCOUNT NO.	NO. VAULT	DISPOSITION OF INCOME
1-26-76			1	Parkrose Br

UNIT SHARES FACE VALUE	DESCRIPTION	
$100,000.	ISSUE: The Oregon Bank Certificate of Deposit	RATE 4.75
		DUE 2-25-76
		OPTIONAL
		DATED 1-26-76
	NEXT COUPON	LEGAL
	CERTIFICATE NO. 277	

PREPARED BY	APPROVED BY	SECURITIES RECEIVED BY

FORM NO. 7/73 INV. #366

CUSTOMER COPY

2307

8072

80N

Salem, Oregon
December 8, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Memaloose Safety Rest Area

Carl Williams
Region 4 Engineer

The attached information indicates that it was necessary to ask for an additional $135,000 added to the project authorization. Of this amount $35,000 was for an anticipated three phase electrical system that did not find its way into the project authorization.

The plans and specifications apparently did not provide the kinds of unit work guidance that ultimately went into the safety rest area. It seems that our joint process of location, design and construction of safety rest areas is in need of being upgraded. On future safety rest area projects greater care will be exercised in the development of plans and specifications.

We sincerely hope to do better in the future and your advice and suggestions would be appreciated.

JHV:jh
cc: C. T. Keasey (w/attachment)
W. J. Hart (w/attachment)
Roy Olson (w/attachment)

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC - 8 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Memaloose Safety Rest Area Date October 23, 1975

Highway Columbia River Contract No. 8072

County Wasco Kind of Work Grading, Paving Contractor Waybo, Inc.

	Authorized	Estimated	
Contract Amount	1,024,478.00	1,026,459.60	+ 1,981.60
Anticipated Items	4,500.00	1,760.00	- 2,740.29
Contingency (4½%)	46,304.01	135,284.66	+ 88,980.65
Engineering	82,318.24	100,000.00	+ 17,681.76
Credits	0.00	0.00	
PROJECT COST	1,157,600.25	1,263,504.26	
	NET INCREASE $	105,904.01	OR 9.15 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

				Expected Amount	Net Change
(U)	S.F.O.	1	Install 3 phase electrical service	55,679.29	135,284.66
(U)	P.A.	6	6,900 cu. yds. special borrow	27,600.00	
(U)	P.A.	4	Reconstruct screen walls of existing buildings	9,433.94	
(U)	P.A.	8	Temporary sewer line	5,838.18	
(U)			Future contingencies	10,850.00	
(U)			19 other change orders	25,883.25	

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE NOV 25 '75

Principal reasons for overruns (Continue on reverse side): S.F.O. 1 reimburses Wasco Electric Coop. for conversion of power supply from single phase to 3 phase. P.A. 6 special borrow provides soil for fill over the existing rock up to the topsoil zone. Exterior of

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Norman L. Oliva Resident Engineer
Norman L. Oliva

Confirmed by Regional Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Noted by ~~Asst.~~ Deputy ~~or~~ State Highway Engineer

P°08737-734

isting toilet building screen walls was changed to rock veneer finish to blend ith the appearance of the new buildings. P.A. 8 temporary handling of eastbound rea sewage was necessary to keep the area open during summer months until the new eepage beds were constructed.

existing toilet building screen walls was changed to rock veneer finish to blend with the appearance of the new buildings. P.A. 8 temporary handling of eastbound area sewage was necessary to keep the area open during summer months until the new seepage beds were constructed.

Memaloose S.R.A. 12/2/75

o.# 1

the job training. + $800.00

1

sh & Place Spec. Rock Backfill for culverts &
uit's. Contract specified material be included
Bid Item No. 15 - 1"-0 Agg. Base & paid for
he ton. This P.A. is to establish quantity
ried for Backfill only & establish Cu. Yd. as
t of measure. + $361.35

2

ge & reinstall one existing luminaire & pole
nove when permanent illum. is installed. + $491.41

3

truct "EB" View Point. Install existing
rical Sign in view point. + $2,123.92

4

e existing & reconstruct new screen
at the old toilet buildings. + $9,433.94

5

fy the curb section at the "CG-1" Inlets $ − 592.92

Memaloose S.R.A. 12/2/75

P.A.# 6	Special Borrow provides soil for fill over the existing rock up to the topsoil zone.	+$27,600
P.A.# 7	Royalty charges for top soil taken from State material sources.	−$1,625.00
P.A.# 8	Reimburse the contractor for installation of temp. sewer line between M.H.# 4 and the extg. W.B. Sanitary sewer line & reimbursement of pumping costs of extg. E.B. septic tank.	+$5,838.18
P.A.# 9	Eliminate Bid Items 29, 30, 31. ("2A" Guard Rail, "2" Anchor, "A" End Piece.	−$3,175.00
P.A.# 10	Extend length of toilet partitions.	+$341.50
P.A.# 11	Pump out extg. 1500 gal. septic tanks.	+$85.38

Memaloose S.R.A. 12/2/75

P.A. #12

Furnish & install the E.B. Sanitary dump station water line & a fresh water station. Revise drinking fountain dewatering lines & well housing drain line out fall. + #4,888.19

P.A. #13

Furnish & install additional materials for illumination revision in both court & parking areas. + #678.39

P.A. #14

Furnish all materials & labor to construct picnic table wind screens. + #654.75

P.A. #15

Furnish & place electrical & drainage materials for the Oregon Trail Interprative Slabs. + #421.63

P.A. #16

Furnish & place top soil in random fill areas. + #2,400.00

P.A. #18

Reimbursement of costs for relocation of seepage bed. + #2,264.05

P.A. #19

Furnish & Install 8" perf. drain pipe (E.B. toilet bldg.) + #833.00

Memaloose S.R.A. 12/2/75

P.A.# 20	Purchase of excess 8" P.V.C. perf. pipe.	+#399.20
P.A.# 21	Roadside Seeding & Mulching. (Random fill areas)	+#1,300.00
P.A.# 17	Remove 60' type "A" Curb Remove 10 Sq.Yds. of new sidewalk	+#510.34
S.F.O.# 1	Install 3 phase electrical service.	+#55,679.29
S.F.O.# 2	Furnish locksets & pad locks.	+#276.86
S.F.O.# 3	State to supply 4 new posts and refurbish 2 existing historical signs.	+#1,000.00
S.F.O.# 4	Stripe parking lot stalls, edges of roadway.	+#960.00
S.F.O.# 5	Credit 8" P.V.C. perf. pipe.	-#399.20

8072

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

Wasco Co.
Col River
Hwy

SUBJECT **Memaloose Safety Rest Area**
Contract No. 8072
Request for Increase in
Project Authorization

AGENDA
9 [illegible] 197

4a-1

A 9.15 percent overrun is now apparent on this project. This is a major expansion of an existing rest area with both east and westbound units. Waybo Inc., is the contractor.

One item accounts for 4.4 percent of the overrun. This is covered by State Force Order 1 for converting the existing single-phase power supply to three-phase. This work was done by the Wasco Electric Co-op. and funding was not included in the contract project authorization. In addition, there are now 21 added price agreements authorized which have about used the contingency funding originally available. The major ones include adding soil-type borrow material over the existing natural rock in the graded areas; reconstructing screen walls of the existing buildings to blend in appearance with the new contract buildings; and temporary sewer line and sewage system to keep the eastboud unit in operation last summer while new seepage beds were being constructed.

The project is now about 82 percent finished with an estimated completion date of June 30, 1976. This is an Interstate project and all the added work has been participating. Your approval of an increase of $105,904.01 to a new total project authorization of $1,263,504.26 is requested. This matter will be on the agenda for your November 25 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/forms)
H. S. Coulter
C. T. Keasey
V. E. Skoog
Carl Williams
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 13, 1975

FILE: CON 5 #8072

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Memaloose Safety Rest Area
Contract No. 8072
Request for Increase in
Project Authorization

A 9.15 percent overrun is now apparent on this project. This is a major expansion of an existing rest area with both east and westbound units. Waybo Inc. is the contractor. One item accounts for 4.4 percent of the overrun. This is covered by S.F.O. 1 for converting existing single phase power supply to three phase. This work was done by the Wasco Electric Coop. and was started even before our contract started. Funding to cover it was overlooked in our contract project authorization, apparently on the assumption that it had been programmed as a separate project. There are now 21 added price agreements authorized which have about used the contingency funding originally available. The major ones are shown on the overrun form.

The project is now about 82 percent completed with an estimated completion date of June 30, 1976 (this is the contract specified completion date). Engineering is now about 93 percent spent, so you will note the overrun request includes over $17,000 for additional engineering. This is an Interstate project and all the added work has been participating. Attached is a rough draft letter to the Transportation Commission requesting an increase of $105,904.01 to a new total authorization of $1,263,504.26.

JAB:fr

Att.

cc: Robert Church

RECEIVED
NOV 14 1975
Office of
Assistant State Highway Engineer

8072

13

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

The Oregon Bank
Parkrose Branch
10120 NE Sandy Blvd.
Portland, OR 97218

We received your safekeeping receipt number 2112, $100,000, to be used as deposits in lieu of retainage on our contracts with Watson Asphalt Paving Co. as follows:

Contract	Amount
8072	$60,000
8314	40,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Waybo, Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

the oregon bank

INVESTMENT DEPARTMENT
P.O. BOX 2715
PORTLAND, OREGON 97208
[illegible]NE (503) 226-4266

☒ DEPOSITED AND PLEDGED. The securities listed are deposited by depository bank to secure the repayment of funds deposited with it by See Below and are to be held, r[illegible]ed, surrendered and delivered in the manner prescribed by the Laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☐ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

NAME Waybo, Inc.,
Assigned to the Oregon State Highway Division
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN

DATE	SECURITY NO.	ACCOUNT NO.	VAULT	DISPOSITION OF INCOME
11-10-75			1	Parkrose Branch

UNIT SHARES FACE VALUE	DESCRIPTION
$100,000.	ISSUE: The Oregon Bank Certificate of Deposit RATE 7.0 DUE 1-26-76 OPTIONAL DATED 7-30-75 LEGAL NEXT COUPON Note: Funds in this certificate to be released to (contractor) only upon written notice to disburse from Oregon State Highway Division. CERTIFICATE NO. 95969

PREPARED BY	APPROVED BY	SECURITIES RECEIVED BY

FORM NO 7/73 INV. #366

CUSTOMER COPY

2112

8072

13

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Waybo Inc.
Contract 8072

Please return TCD 95943, $25,000, to the contractor, Waybo, Inc. and cancel your safekeeping receipt 1565. We have received a safekeeping receipt from the Oregon Bank for a replacement TCD on contract 8072.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Waybo, Inc.
bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3122

8072 13

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 8072

August 29, 1975

Mr. Laverne S. Miller, Chief
Office of Sanitation Services
Oregon State Health Division
720 State Office Building
Portland, OR 97201

NOTED
E. S. HUNTER

Dear Mr. Miller:

Memaloose Safety Rest Area
Contract 8072
Project Approval

On August 28, 1975, Mr. Tom Blair of your office and I had a very productive discussion regarding approval of the Memaloose Safety Rest Area. I left a marked copy of the plans, copies of past letters, and a copy of my handwritten analysis with Mr. Blair for his information and use.

During the discussion, it became apparent that our solution to the controversy regarding location of the well seal was not clear. This seal will be 18 inches above natural ground level as requested in previous letters from your office.

If any additional information is required to facilitate approval of this project, please do not hesitate to call me.

Please convey my thanks to Mr. Blair for the courteous treatment accorded me during our visit. It was a pleasure to meet and talk with him.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RWE:dh

cc E. S. Hunter
Wasco County Health Dept.
Robert Free, DEQ, Bend
G. J. Ballard

8072

R

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]E MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: May 16, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Waybo, Inc.
Contract 8072

TCD No. 95943, in the amount of $25,000.00, has been deposited in lieu of retainage on contract 8072. (Safekeeping Receipt 1565).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 14, 1975

Maybe, Inc.
7580 N.E. Killingsworth Street
Portland, Oregon 97218

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1565, dated May 14, 1975, in the amount of $25,000.00 covering Time Certificate of Deposit No. 95943, drawn on The Oregon Bank, Parkrose Branch.

We have credited State Highway contract No. 8072.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1565

SAFEKEEPING RECEIPT

Received for Account of Waybo, Inc.

Date May 14, 1975

Address 7580 N.E. Killingsworth Street
Portland, Oregon 97218

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated May 1, 1975 due 270 days	#95943	1	25,000				$ 25,000.00
The Oregon Bank, Parkrose Branch							
							$ 25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8072

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy~~ Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

8072

Fil[illegible] Contract 8072

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Kenneth Kauffman
Recreation and Housing Facilities Section
Health Division
Department of Human Resources
1400 SW 5th
Portland, OR 97201

NOTED
E. S. HUNTER

Dear Mr. Kauffman:

Memaloose Safety Rest Area
Columbia River Highway, I-80N
Wasco Co.

Following are comments related to your letter of March 19, 1975. Our numbers correspond to the numbers of the stated items in that letter.

1. The drinking fountain dewatering drain will now be discharged directly into a large drainage culvert and the wire screen with rock cover at the end of the drain as shown on Drawing 29510 will not be required.

As you requested, an angle flap valve will be installed at the end of the drain lines serving the water control building. We are, however, concerned that a flap valve could be seized in place due to lack of use or frozen in place from trickling water, and believe the system with a screen may be more reliable. The worms, insects, and small vermin about which you express concern, can probably enter the building more easily through the door or other openings than through the drain pipe. The structure is kept dry with a heating system and is probably not conducive to the life style of these organisms.

2. The gravity drained housing for the subsurface well head provides necessary protection against freezing and vital pumping equipment when electrical power outages of several days' duration occur during severe winter weather conditions.

RECEIVED
APR 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The area in which the well housing will be installed is not subject to flooding. The drain to daylight discharges onto an embankment which drops rapidly to the Columbia River. The well housing installation will be of watertight construction. Our experience shows us that such installations have been successful.

Since it is essential to provide protection against freezing of vital pumping equipment, we request a variance to your rules to permit construction of the well housing as shown on the contract plans.

3. Our intentions are to install a nonpotable water line from the toilet building to the water tower. A pressure vacuum breaker in toilet building separates this line from the potable water line in the same manner as all irrigation systems on public systems are separated from potable water. This has been done on several past projects but was missing from drawings for this project. This installation will be inspected by the State Plumbing Inspector, Dept. of Commerce.

4. Since this is not a potable water line, the location of the line will be as stated in Item 8.

5. When designing a water supply system, velocities in pipe are evaluated and accounted for in the design. We are confident that water hammer, water surging, and other water velocity problems have been accounted for by installing hydropneumatic tanks and other appurtenances.

When the fixture units are accumulated and the gpm demand load figures, based on the Oregon State Plumbing Code, velocity in the 2" PVC pipe serving the new buildings would be 5.2 fps, water velocity in the 2 1/2" PVC line serving both new and existing building would be 4.4 fps, and velocity in the existing 2" PVC pipe serving existing park building would be 6.4 fps. All velocities are well below the Oregon State Plumbing Code recommended maximum of 15 fps. We believe your analysis of the system does not take into account our provisions for water hammer. The system, as designed, will function satisfactorily.

The State Park Building and its water supply line are not part of this contract. The existing water supply pipe to the building has served adequately since installation and is to remain in place. The State Park and this safety rest area are separate facilities.

6. Oregon administrative rules define an "air gap separation" as a physical break between supply pipe and receiving vessel. "Air break"

is defined in the State plumbing code as a physical separation between the direct waste line and the indirect waste line. The sump serves as a trap. There is a maintained "air break" in the catch basin (interceptor) between the outlet pipe from the fountain and the outlet pipe into the sewer (to which your letter referred). The "air gap separation" on the drinking fountain is supplied at the fountain head and is three times the diameter of the supply pipe. This design has been approved for installation by the State Plumbing Department.

When the drinking fountain drain line is connected to a sewer, the dry well and elbow from drain line into dry well are deleted. The 2" cast iron pipe is continued into a sewer drain system. No details for this system are included with plans but are covered by a note on the drawing. Our special provisions require installation to comply with and be inspected in accordance with State plumbing code.

7. The dewatering three-way valve would be used to dewater the drinking fountains when freezing of the water lines above ground could occur. When water supply is shut off, the valve port opens for water to drain out of drinking fountain line. Catalog data on a typical three-way valve is attached.

8. The 1" PVC water service line to the dump station will be located by the engineer in the field. Since this is not a potable water line, our recommendation will be to locate the line in a trench above the sewer line.

9. Oregon administrative rules state that when the vertical clearance between a water line crossing over a sewer line is less than 18", the sewer pipe shall be cast iron for 9' on either side of the water line. Our sewer line is cast iron for the entire length with watertight joints. Our design complies with this ruling. We are not able to determine a requirement for crossings at 90° angle either in the Oregon administrative rules or in your guidelines.

10. Our response is the same as No. 9 above.

11. Oregon administrative rules state that when water and sewer lines are less than 9' apart, the sewer line shall be of cast iron or ductile iron pipe with watertight joints. We have complied with this rule by installing cast iron pipe with watertight joints.

12. Again Oregon administrative rules state that when water and sewer lines are less than 9' apart, the sewer line shall be of cast iron or ductile iron pipe with watertight joints. In all cases where potable water lines are within 9' of the sewer line, the sewer line is specified as cast iron with watertight joints. This complies with the administrative rules.

We are confident that our engineered water systems have been designed to supply adequately, dependably, and safely the total water requirements of all consumers at maximum consumption.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

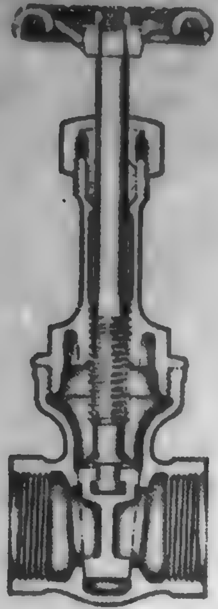
RDE/dh/ag
cc E. S. Hunter
Bob Free, DEQ, Bend
Irv Reierson, Wasco Co. Health Dept.
Leo G. Farr, Div. Health
L. Miller, Div. Health
G. J. Ballard

150-POUND BRASS GATE VALVES

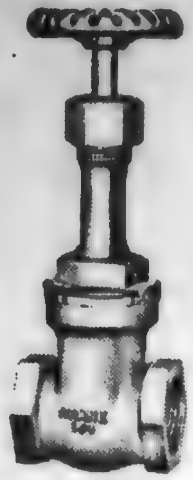
150 POUNDS STEAM - 300 POUNDS COLD WATER, OIL, OR GAS

Rising Stem Wedge Disc

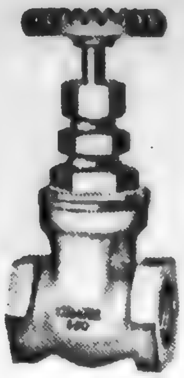
Non-Rising Stem Wedge Disc



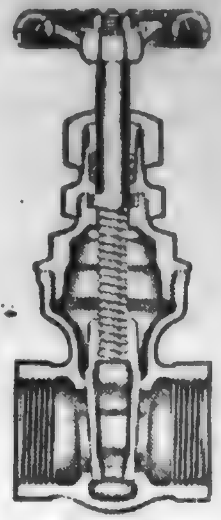
No. 431
Cross Section



No. 431



No. 437

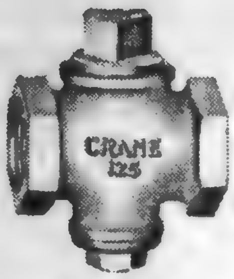


No. 437
Cross Section

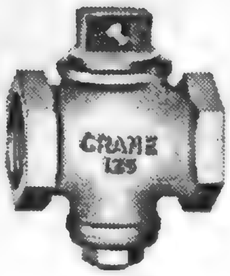
125-POUND BRASS STEAM COCKS

125 POUNDS STEAM, COLD WATER, OIL, AIR, OR GAS

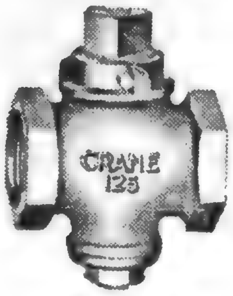
Air Tested



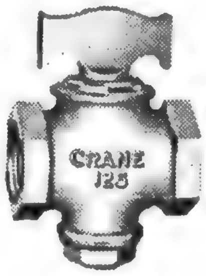
No. 250
Square Head



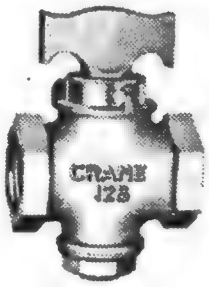
No. 252
Flat Head



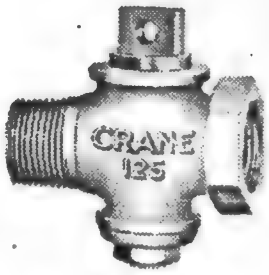
No. 254
Square Head
With Check



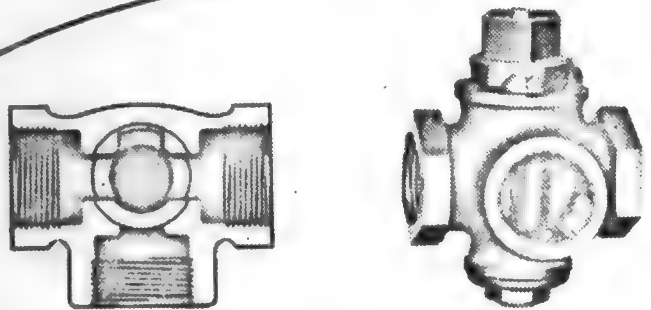
No. 256
Tee Head



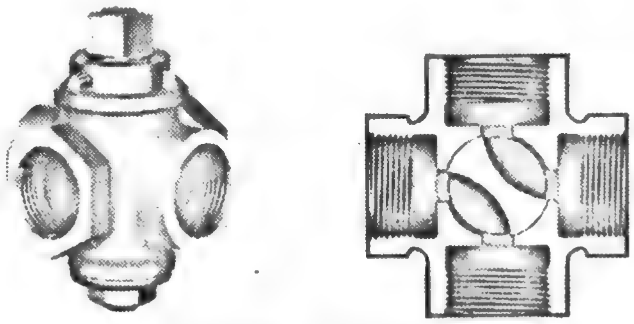
No. 258
Tee Head
with Check



No. 266
Male and Female
Flat Head



No. 268, Three-Way
Square Head, with Check



No. 269, Four-Way
Square Head, with Check

PRICES, EACH

Number	Size, In. 1/8	1/4	3/8	1/2	3/4	1	1¼	1½	2	2½	3
250	-	$ 4.00	$ 4.60	$ 6.00	$ 7.80	$10.80	$14.00	$18.60	$30.00	-	-
252	-	4.00	4.60	6.00	7.80	10.80	14.00	18.60	30.00	-	-
254	-	-	-	7.20	9.20	12.60	16.80	21.60	34.00	-	-
256	$ 4.00	4.00	4.60	6.00	-	-	-	-	-	-	-
258	4.60	4.60	5.40	7.20	-	-	-	-	-	-	-
266	-	4.60	5.20	7.00	8.80	12.00	-	-	-	-	-
268	-	6.00	7.20	9.40	12.00	15.20	22.00	28.00	44.00	-	-
269	-	-	-	13.00	19.00	27.00	36.00	46.00	64.00	-	-
431	-	9.40	9.40	11.00	13.00	15.40	20.60	26.40	37.40	$66.00	$98.00
437	-	9.40	9.40	11.00	13.00	15.40	20.60	26.40	37.40	66.00	98.00

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

For Wrenches, refer to Page 19-9.

LIST PRICES are shown for the Dealer's convenience in determining his net cost. They are not intended to establish the retail price.

May 7, 1953
Superseding Jan. 16, 1951

Form 81-141-1100

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8072

Order No. 2

Section Memaloose Safety Rest Area

Date February 26 1975

Highway Columbia River Highway

F.A.P. No. I80N-3(64)70

County Wasco

Prefix 633-1007 Account No. 279

Description of Work To Be Done:

State to supply 4 new posts and refurbish 2 existing historical signs.

APPROVED EFFECTIVE DATE 2-26-75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner*
G. K. Hossner
TITLE Dist. Engineer
DATE 3/24/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: E.B. & W.B. Rest Areas

Estimate of Quantities and Costs: Posts = 4 ea @ $100 = $ 400.00

Refurbish = 2 ea @ $300 = $ 600.00

= $ 1,000.00

*FAI participation limited to furnishing & installing posts
H

Explanation: The existing historical signs are to be salvaged and reinstalled according to contract, however the posts are rotten and the signs need refurbishing. Since our sign department handles the material and also reclaims historical signs, they are better qualified than the contractor to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,157,600.25
Present estimate of project cost, including $1,000.00 for work under this order	$1,157,600.25
Expected under-run / over-run (amount)	$ -0
Expected under-run / over-run (per cent)	-0

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Oliva
Norman L. Oliva
Resident Engineer

Approval Recommended:
For: Construction Engineer or [illegible] Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer
Alm.

8072

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 8072

February 20, 1975

Mr. Kenneth W. Kauffman
Recreation and Housing Section
1400 S. W. 5th Ave.
Portland, OR 97201

Dear Mr. Kauffman:

NOTED
E. S. HUNTER

Memaloose Safety Rest Area
Columbia River Highway, I-80N
Wasco County
Contract 8072
Water Supply and Sewage Systems

Your letter of January 28, 1975, responds to our letter of June 14, 1974 which answered your previous questions.

We assumed that your lack of communication indicated your satisfaction with our answers and that your approval would be received in due time. Accordingly, in light of present efforts to stimulate the economy, we have awarded a contract for construction of this project.

Now we receive your letter of disapproval which was apparently seven months in the writing. This is an unreasonable length of time. However, assuming that your approval is forthcoming, we make the following point-by-point comments to your letter.

1. No Columbia River water will be used in the domestic water system. Columbia River water will be used only to irrigate the state park through the existing irrigation system. The safety rest area will be irrigated from the new well.

2. The old 2 1/2 GI water line was at one time the park water supply line. It will be permanently disconnected from the new water supply system and abandoned.

3. Enclosed are two sets of floor plans for both existing rest area toilet buildings, Dwg. No. 17902; and existing State Park utility building, Dwg. No. 22946.

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

4. Enclosed is a copy of the Department of Environmental Quality's letter of July 12, 1974.

5. The water line crosses 18 inches above the cast iron sewer line. According to the Plumbing Section of the Department of Commerce, this arrangement meets requirements of the State Plumbing laws and Administrative Rules.

6. Installation of a reservoir is not involved in this project. The 4-inch drain line shown is for drainage of the water control room, the well housing, and the backflow preventer housing. In practice, we prefer the screened outfall end for the drain line and thus far have found this arrangement to be entirely reliable. For mechanical protection against accidents and acts of mischief, we normally enclose the screened drain pipe end in a length of 6-inch roadway culvert pipe. However, due to rock conditions at this site we considered the talus rock cover would be more secure and appropriate. The land surface at the drain outfall site is lava rock with a drainage slope that falls away rapidly toward the Columbia River.

7. The gravity drained housing for the subsurface well head provides necessary protection against freezing and vital pumping equipment when electrical power outages of several days' duration occur during severe winter weather conditions. Also, the well housing will be equipped with a water-tight manhole ring and cover in lieu of the loose-fit cover shown on the contract plans.

   Since the well housing will be water tight and drained to daylight, it is essential that it provide protection against freezing of vital pumping equipment, we, therefore, request a variance to your rules to permit construction of the well housing as shown on the contract plans.

8. The backflow preventer valve housing is drained to daylight as shown on the plans. Also, the well housing projects above the surrounding land surface and is drained to daylight. Furthermore, extra backflow protection is afforded by a booster pump valve ahead of the backflow preventer. The booster pump valve is closed except during irrigation pumping operations.

9. Two full sets of special provisions for the pumps and all aspects of the rest area construction are transmitted with this letter. Please return one set with your comments for our file.

10. The sewer line gradients which you question are 53.5%, 2.0% and 8.3%

    The 53.5% gradient will be revised and replaced with a 45° two-step drop complete with cleanouts. The 2.0% gradient will be retained as designed. The 8.3% gradient which carries septic tank effluent will be retained as designed.

    These revised and retained gradients meet the approval of the Plumbing Section of the Department of Commerce and two copies of revised Dwg. 29506 are enclosed. Please return one copy for our files.

11. Drawings L-1020, showing details of the sanitary station are part of the contract plans.

As the plans show, the domestic water pumping line is to be permanently disconnected from the old water treatment facilities at the existing filter house and the chlorinated water from the new chlorination facility routed directly to the existing 50,000 gallon redwood reservoir.

The contract plans show, and the special provisions specify, that the new well will be the only source of chlorinated potable water supply throughout the project. This source will supply all domestic water needs for both the existing state park overnight camping facility and the highway rest facility.

It is our intention to eliminate all cross connections that may exist between abandoned portions of the existing domestic water system. As the plans show, the irrigation system for the rest area will completely replace the old one and will be separated from every part of the potable water system althought it will be pumping out of the same well through a backflow preventer valve.

This contract is now well under way. Any changes required will have to be made by a price agreement with the contractor. This is an expensive proposition. We would appreciate that your approval be made as expeditiously as possible.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

GJB:dh
Enclosure
(2 sets contract plans & specs., 2 Dwg. 17902 & 22946, DEQ letter 7-12-74
and Bridge Letter 6-14-74)
cc E. S. Hunter
L. Miller, Health Div. Dept. of Human Resources
Bob Free, DEQ, Bend Office
Irv Reierson, Wasco Co. Health Dept.

8072

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

December 18, 1974

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: Memaloose Safety Rest Area
Contract No. 8072

TO: Carl Williams
Regional Engineer
BEND

Norm Oliva questioned the need for the "commercial" travel information center, the Oregon Trail information center, and the information shelter the Department maintains at Memaloose Rest Area.

In areas where a Travel information center is to be erected, our shelter may be eliminated. While areas have been reserved for both the travel information center and the Oregon Trail Display shelter, we have no information as to when either of these two shelters will be installed.

Pending a definite commitment as to when (if ever) the travel information center will go in, we should plan on proceeding with the information shelter as called for on the contract.

ACH:mk

NOTED
H.S. COULTER

RECEIVED
DEC 18 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8072

Order No. ~~1~~ 2

Section Memloose Saftey Rest Area

Date October 30, 1974

Highway Columbia River

7F.A.P. No. I-80N-3(64)70

County Wasco

Prefix 633-1007 Account No. 210-02 ✓

Description of Work To Be Done:

Furnish locksets & pad locks

To be furnished by the State

APPROVED EFFECTIVE DATE 11-19-74
Contingent upon modification of project agreement if additional funds are required.
BY G. K. [illegible]
TITLE
DATE 12-3-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Locksets- E. B. & W. B. toilet buildings, water control building

Padlocks- Well housing & backflow preventor housing

Estimate of Quantities and Costs:

8011 Mortise Deadlock	- 4 @ $18.66/ea =	$ 74.64
6551 Mortise Locks	- 4 @ $46.22/ea =	$ 184.88
Padlocks	- 2 @ $ 8.67/ea =	$ 17.34
TOTAL	=	$ 276.86

Explanation: Contract specifies that the State shall furnish locks and the contractor is to install locks.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,157,600.25
Present estimate of project cost, including $276.86 for work under this order	$1,157,600.25
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Oliva
Norman L. Oliva, Resident Engineer

Approval Recommended: Regional Engineer
Act.

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer
Actg.

AD
11-29-74

8072 1P J

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Memaloose Safety Rest Area
Date October 9, 1974
Highway Columbia River
Contract No. 8072
County Wasco
Prefix 633-1007
Contractor Waybo Inc.
F. A. Project No. ~~I80-3(64)70~~ I-80N-3(64)70
Address 7580 N.E. Killingsworth Ave., Portland, Oregon 97218
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To reimburse contractor as provided by contract E.E.O. Special Provisions titled, "On The Job Training".

Location by station numbers:

Estimate of quantities and cost:

1-Trainee- 1,000 hours @ $00.80 per hour= $ 800.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This is a contract anticipated item. Maximum reimbursement under this contract is $800.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 1,157,600.25	
Present estimate of project cost, including $ 800.00 for work under this order	$ 1,157,600.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: Norman L. Oliv
Norman L. Oliva
Resident Engineer

Approval Recommended: ....
Construction Engineer or Bridge Engineer

Approval Recommended: ....
Division Engineer

Approved: ....
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

Constr. Admin.

AD

[illegible]-734

8072

Waybo Inc.
7500 N. E. Killingsworth St.
Portland, OR 97218

October 4, 1974

Gentlemen:

The Oregon Transportation Commission on October 2, 1974, accepted your proposal for work on the Memaloose Safety Rest Area on the Columbia River Highway in Wasco County for the sum of $1,024,478. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways tedry awarded you the project, which has been assigned Contract No. 8072.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Walt Hart
Vince Gallagher
C. M. Williams
Norm Oliva
Ray Olson
W. Geibel (SAIF)

8072 80N

Salem, Oregon

September 16, 1974

Carl Williams, Region 5 Engineer

J. H. Versteeg, Road Design Engineer

Direction and Protection of Traffic
[redacted]

The upgrading of this safety rest area requires the installation of two conduits across the freeway to provide for the sewage disposal and water supply. All this work (drilling, blasting, pipe laying, backfilling and resurfacing) is planned to be done in four stages. The estimated cost of placing the conduits complete, including surfacing, is $12,500.

The temporary protection and direction of traffic plans prepared by this office will cost $12,000 to implement. The number of signs and the cost seems excessive. I would appreciate your review and suggestions as how to reduce the number and the cost of the signing and still provide adequate protection for the traveling public.

REFERRED TO Beard
Cole
Reed WGB
Eriksen
Sample
Hager
Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

JHV:jh
cc: C. T. Keasey (Your comments please)

Versteeg
A. Olsen
I Turpin I
Scott
Swenson
R. Olson
Traut

RECEIVED
SEP 16 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8072

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 11, 1974

FROM: Robert W. Ellison
Bridge Administration Engineer

SUBJECT: Memaloose Safety Rest Area
[redacted]
Wasco County

TO: Robert Sandmann
Construction Engineer
Region 4

Please refer to Norm Oliva's letter of August 26, 1974, regarding revisions to the drawings of Memaloose Safety Rest Area.

We have contacted Norm about his suggested changes on this project and have come to an agreement. First, that there are no major changes involved, and second, that these changes don't involve any expenditure of money except for the rock masonry on the existing stairs. We were not requested to face the existing stairs, but it can be done if requested. This would be an "extra work" item.

No work will be done on the existing buildings under this contract. Any remodeling would result in major work because of the new State Structural Code.

GJB/db

cc: C. G. Swenson
Norm Oliva
R. Olson
L. Watson
F. Terpin

1 Versteeg V
A. Olson
2 Terpin T
Scott
~~Copy~~ Swenson
R. Olson
Trout
copy - Watson
Jh

RECEIVED
SEP 12 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

2072

80N

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 10 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Salem, Oregon

September 10, 1974

Robert A. Sandmann, Region IV Construction Engineer

FET

Frank E. Terpin, Final Design Engineer

[redacted]
Wasco County

The following comments are being made in answer to Resident Engineer Norman L. Oliva's letter dated August 26, 1974 on the subject section.

The ditch excavation, shown on Sheet 3 Station 1702+25 to Station 1708+50, is to be paid for as trench excavation and is so referred to in the special provisions.

A 16 foot gravel surfaced road had been shown previously to the water control building.

The gate to the park entrance is on standard drawing number 2085A. This type of gate has been approved by Warren Gaskill, Assistant Parks Superintendent.

Telephone service supplied to the rest areas are at the request of the telephone company. Early contact with them should be made so that conduits may be installed during construction.

The bid item for Type 3 fence and gates, around the seepage beds, has been included in the lump sum bid for disposal field.

Specifications have been added relative to safe passage of traffic during the installation of the conduit across the highway at Station 1705+40. Detailed plans and schedule are to be submitted and approved by the engineer prior to starting o[illegible]ion. All excavated areas in the roadway and shoulders are to [illegible] backfilled and paved on the same day and no work of this type to [illegible] performed on Saturdays, Sundays and holidays.

Various comments made in the specifications and plan sheets have been corrected.

These comments cover the Road Design's portion of the plans. All other remarks pertaining to buildings, water systems, sewer, lighting, landscaping etc., have been referred to the appropriate sections.

LKW:ms
cc: W. J. Hart
C. G. Swenson
Norman Oliva
Roy Olson
L. K. Watson

#8072 9-9-74

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-3(64)70

STATE PROJECT NO.: MEMALOOSE SAFETY REST AREA

COUNTY NAME: WASCO

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-748

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 3 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 4, 1974	SEPTEMBER 4, 1974	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
REVISE PARKING AREAS AND RAMPS. CONSTRUCT SANITARY FACILITIES, WATER SUPPLY SYSTEM, IRRIGATION SYSTEM, LANDSCAPE AND ILLUMINATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

STAGE CONST. STRIPING	$500.00
PERMANENT STRIPING	1,000.00
TEMPORARY EROSION CONTROL	1,000.00
ON THE JOB TRAINING	800.00
INSTALL 3 PHASE POWER LINE	55,679.29
BUILDING PERMITS	700.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 29, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-4-74
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
OCT 4 1974
OFFICE OF
~~ASSISTANT STATE HIGHWAY ENGINEER~~

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-74	C R Burghardt for	DIVISION ENGINEER

Form PR-1240 (REV. 4-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8072

1-80N

ENVIRONMENTAL REVIEW

Section Memaloose Safety Rest Area
Highway Columbia River
County Wasco
Type of Work Improvement
Date 8-29-74

ENVIRONMENTAL IMPACT STATEMENT: None

NEGATIVE DECLARATION: States the building, septic tank & drain field will be approved by State Board of Health prior to final design. DEQ now is responsible rather than the Board of Health. We have an approved DEQ permit (Ellison 8-30-74)

FISH COMMISSION: None required

WILDLIFE COMMISSION: None required

DIVISION OF STATE LANDS: None required

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: None required

OTHER:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon
August 26, 1974

RECEIVED
REGION IV BEND
AUG 27 1974
FILE:
☒ ☐ RGE
☒ RMS ☐ RDE
☐ RCS ☐ RTE
Assigned Pool

FROM: Norman L. Oliva
Resident Engineer

Norman L. Oliva

SUBJECT: Special Provisions
Memaloose Rest Area

TO: R.C.Pool
Ass't. Region Engineer

I have reviewed the Special Provisions for the referenced project. Submitted to you along with the Specials are the grading, landscaping, water, sewer, illumination and etc. plans. These plans are not complete so therefore I made miscellaneous comments in the Specials not being aware of what is designed.

I won't mention all of my comments because there are several but I'll comment on the ones I believe to be serious.

(✓) We need a bid item for ditch excavation. On sheet 3, circles 13 and 14 indicate ditch excavation quanitities but no item has been setup for it.

Included in Rdbd Exc See Specs.

Also we need a bid item for Type 3 fence and gates for fencing around the seepage beds (drawing No. 29508).

Included in bid item disposal fields

Bridge

(✓) We need a clarification of what type of gates are required at the Park Entrance. (Circle 19, Sheet 4).

Standard No 2055A.

parks

We need to construct an access road from the parks sanitary dump station to the new water control building. A 12 foot gravel surfaced road should be sufficient.

[illegible] rd being 16'

I strongly feel we need bid items for equipment rental of a small dozer and a item for several hours of labor. These two items are essential in Rest Areas because there is a certain amount of excavation or sloping required that can't be paid under another bid item.

Ask Region to inform of requirements

Once again I strongly recommend that we install at the picnic table sites, especially on the West Bound side either picnic shelters or wind screens. The way the wind blows in that area, picnicing is virtually impossible. If we're going to the expense of installing table slabs and tables, they should be useable.

when wind blows, no body eats.
to answer by Olson

Removed under another contract.

The plans indicate to utilize the existing picnic shelter on the west bound side; I think it should be removed and reconstructed to our up to date design, however if we are to retain it, then it should be repainted to match the new color scheme. Also the picnic table will be out of context with the new tables, it should be removed and replaced with a new picnic table.

App

Old Oregon Trail sign plaza Occupy this space

As long as we're on the subject of retaining old facilities; what is to be done with the old toilet buildings? Are we going to repaint the buildings to match the new color scheme? Do we need the hydrocells in the old buildings, whereas the new buildings don't require them. Maybe we need hydrocells in the new buildings!!

will retain as is paint by others.
[illegible] supplie spec

On drawing No. 29846, it indicates that radiant heaters will supply the heat for the toilet buildings. They indicate that the heaters are to be mounted on the ceiling, three to each rest room. I'm concerned to the fact that if someone wants a radiant heater bad enough, they'll jerk them right off of the ceiling.

Also this drawing and drawing No. 29845 shows that florescent lights in each of the restrooms to be mounted on the walls. We're missing a natural position for these lights; they should be mounted behind the laminated wood beams, however the one light over the sinks cannot be mounted any other place except on the wall. Mounting behind the beam also will eliminate the possibility of losing the lights by theft.

On drawing No. 29848, stone wall details are given for the stairway on the East Bound side. There is an existing stairway on the West Bound side which is to remain in place but is not to be given a special treatment. I think masonary rock treatment could easily be made on this stairway.

Refer to Bridge

Presently we have telephone service to the West Bound area but none to the East Bound area. The plans indicate continuation of phone service on the West Bound side but no service lines are indicated for the East Bound side. When I conferred with United Telephone Co. about three months ago, they said they could easily install service to the East Bound side because they have a telephone line on the West side of the East Bound area.

Refer to Chitsey

One last item to mention: we have a bid item for top soil however I believe that it covers only soil in the lawns and planting beds. We need top soil in the random fill areas and the cut areas to get grass to grow. Along with this, a bid item for seeding and mulching should be on the contract.

Under temporary erosion control

I have enclosed two drawings that I hope will be utilzed on this contract. One drawing is for revising the outside benches. The revision will eliminate cracking, warping and repainting and besides they look much nicer and also match the picnic tables.

[illegible]

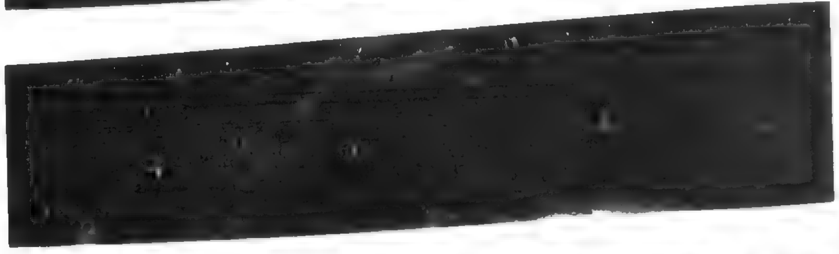
The other revision is for the sanitary dump station. This system we used at Deadmans Pass; it works effectively especially in the winter months.

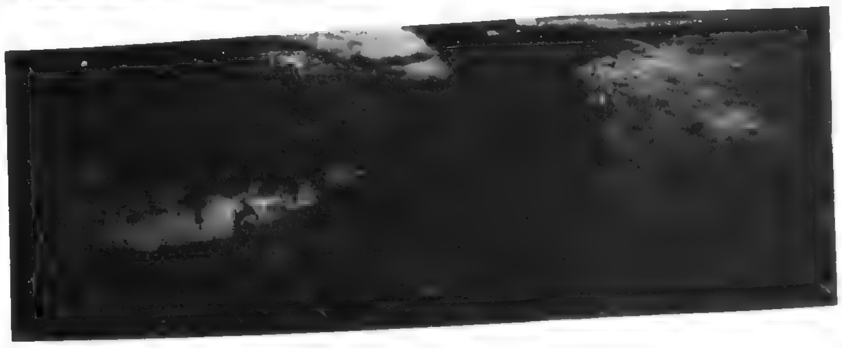
[illegible] takes [illegible] revisions

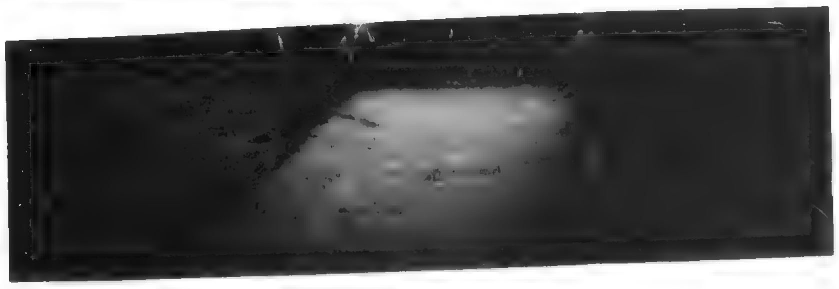
Enclosed also are three pictures of the West Bound side; two showing the existing picnic shelter and one of the existing stairway that I'd like to see trimmed with the masonary rock wall.

As I said before many more comments are written in red in the Special Provisions and on the plans.

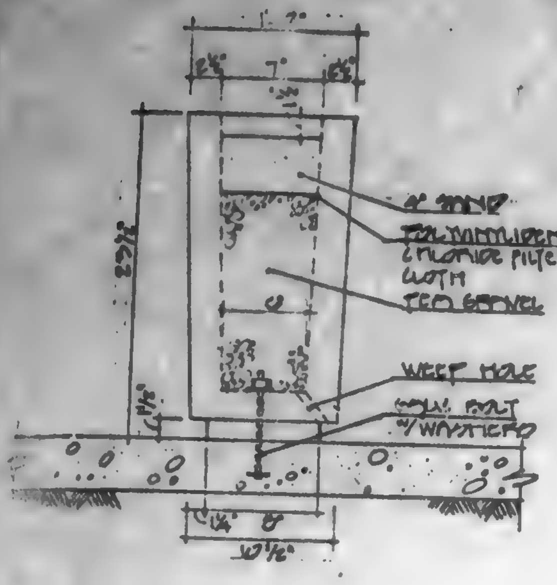
cc: File





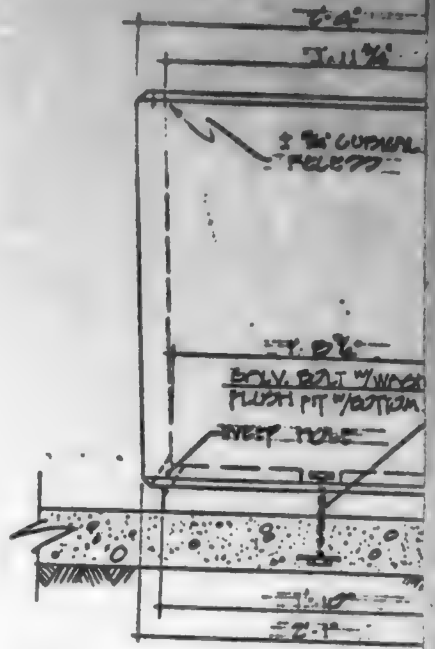


gm


1'-7"
2¾"
7"
1¾"
29½"
4" SAND
POLYVINYLIDENE CHLORIDE FILTER CLOTH
PEA GRAVEL
6"
WEEP HOLE
GALV. BOLT W/WASHERS
1¼"
8"
10½"

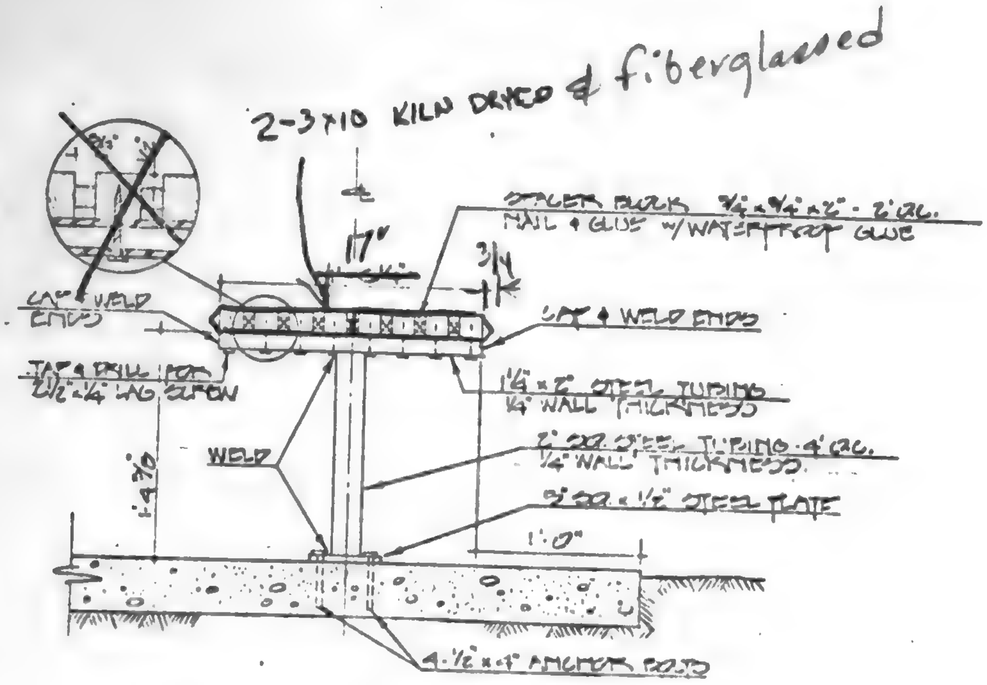
NOTES:
- CONC. COLOR TO BE LIGHT GREY.
- ALL VISIBLE SURFACES TO HAVE EXPOSED AGGREGATE FINISH.
- USE EPOXY CEMENT AS DIRECTED BY ENGINEER ON BASE.
- SAND URN AS MANUFACTURED BY EUGENE SAND & GRAVEL, EUGENE, OREGON OR APPROVED EQUAL.
- ALL EXPOSED AGGREGATE SURFACES TO BE SEALED WITH A WATER-CLEAR POLYMER-PLASTICIZED MEMBRANE SEALER FOR TREATING CONC. SURFACES HORN CLEAR SEAL #150 AVAILABLE AT W.R. GRACE CO. PORTLAND, OREGON OR APPROVED EQUAL. (ALSO TO BE APPLIED TO LITTER RECEPTACLE.)

① DETAIL SAND URN

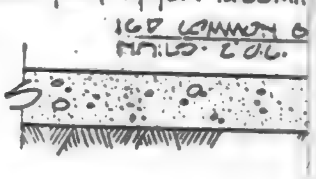

2'-4"
1'-11¾"
¾" CHAMFER RELIEF
2'-8½"
GALV. BOLT W/WASH. FLUSH FIT W/BOTTOM
WEEP HOLE
1'-10"
2'-2"

② DETAIL LIT

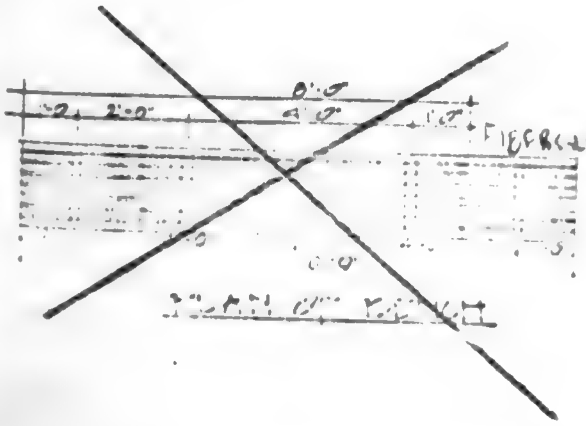
NOTES:
- CONCRETE FINISH TO BE TROW FIRST & THEN BROOMED IN DI SPECIFIED.
TAPE HEADERS AFTER PLACE BEFORE POURING CONCRETE & IMMEDIATELY AFTER BROOMI


2-3x10 KILN DRYED & fiberglassed
SPACER BLOCK ¾"x¾"x2" - 2' O.C. NAIL & GLUE W/WATERPROOF GLUE
17"
3/4
CAP & WELD ENDS
CAP & WELD ENDS
TAP & DRILL FOR 2½"x¼" LAG SCREW
1¼"x2" STEEL TUBING ¼" WALL THICKNESS
WELD
2" SQ. STEEL TUBING 4' O.C. ¼" WALL THICKNESS.
1'-4⅞"
5" SQ. x ½" STEEL PLATE
1'-0"
4-½"x4" ANCHOR BOLTS

SECTION OF BENCH

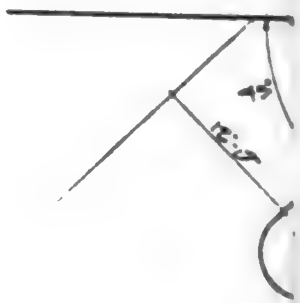

16D COMMON G NAILS 2' O.C.

③ DETAIL W


8'-0"
2'-0"
4'-0"
8'-0"
FIBERGLASSED
PLAN OF BENCH

NOTES:
- ALL WOOD ~~[illegible]~~ 3x10 CLEAR, HEART VERT. GRAIN HEM. FIR - KILN DRIED W/C
- ALL STEEL SHALL BE PAINTED W/RED LEAD PRIMER, RUST INHIBITOR, BEFORE DELIVERY TO SITE.
- ALL STEEL TO BE COATED FLAT BLACK EXTERIOR ENAMEL BEFORE INSTALLATION AT SITE.

④ DETAIL BENCH



DETAIL

2072

Salem, Oregon

June 18, 1974

Norman Oliva, Resident Engineer

FET

Frank E. Terpin, Final Design Engineer

Memaloose Safety Rest Area
[redacted]
Wasco County

The following comments are made in reference to your phone call on Friday, June 14, 1974, on the subject section.

1. The Traffic Section has reviewed your request for allowing the contractor right angle crossings at Station 1705± and recommend that it not be allowed due to traffic volumes and minimum sight distance.

2. The Landscape Section has recommended that fencing of the access road to the water storage tank is not needed. Therefore, none will be shown.

3. The existing asphalt concrete walk, left Station WB 8+00 to WB 11+00, will be replaced with Portland Cement concrete walk. All walk construction is shown on the Landscape Section's development plans.

LKW:we
cc: Carl M. Williams
    Lyle K. Watson

1 Versteeg ✓
A. Olsen
Terpin
Scott
Swenson
2 R. Olson
Trout

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JUN 18 1974
ROAD DESIGN SECTION

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Other

8075

Salem, Oregon

May 30, 1974

R. A. Sandmann, Region IV Construction Engineer

J. H. Versteeg, Road Design Engineer

Memaloose Safety Rest Area
[redacted]
Wasco County

Your letter of May 21st has cleared up two of our objections to the proposed dump stations at the subject rest area; however, we still feel there is no need to duplicate an existing facility.

Apparently our alternate is acceptable to you so we will have the plans revised to include the moving of the park gate.

DNS:we

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1 Terpin
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2 R. Olson
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Watson
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Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, Oregon, 97701

May 21, 1974

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Memaloose Safety Rest Area
Columbia River Highway
Wasco County

TO: J. H. Versteeg
Road Design

Rebuttal to your letter dated May 16, 1974

Attached sketch shows concept we had in mind for proposed sanitary dump station.

Curb line (projected) of parking island would follow line of travel to entrance for dump stations.

Disposal would be taken care of by connecting dump station to MH #5 with required size line.

Alternate proposal of moving park gate to location west of existing dump station is acceptable.

RAS:pw
Enc.
cc: N. L. Oliva

1 Versteeg ✓
2 A. Olson
3 Torpin
Scott
Swenson
4 R. Olson
Trout K

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MAY 2[illegible] 1974
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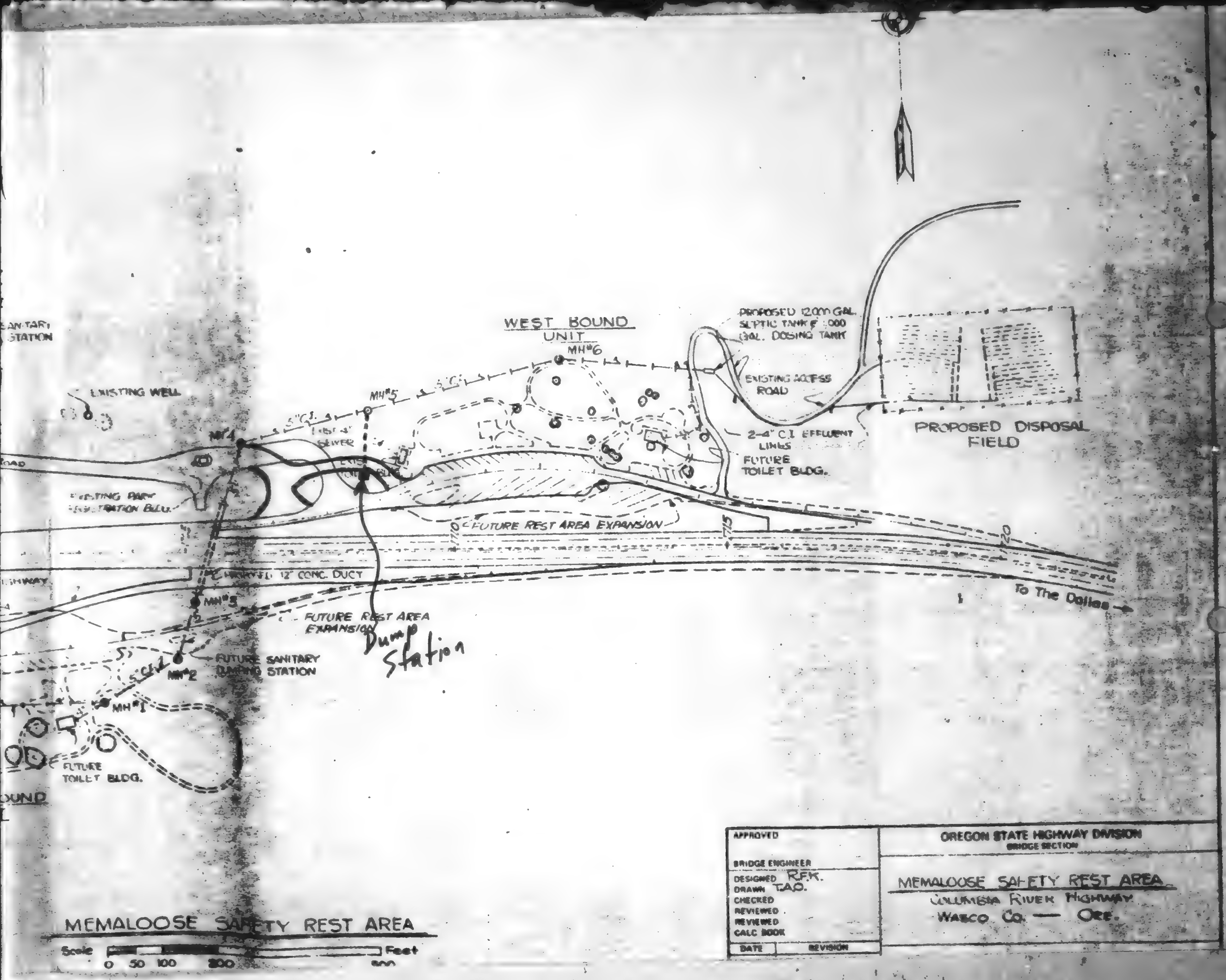
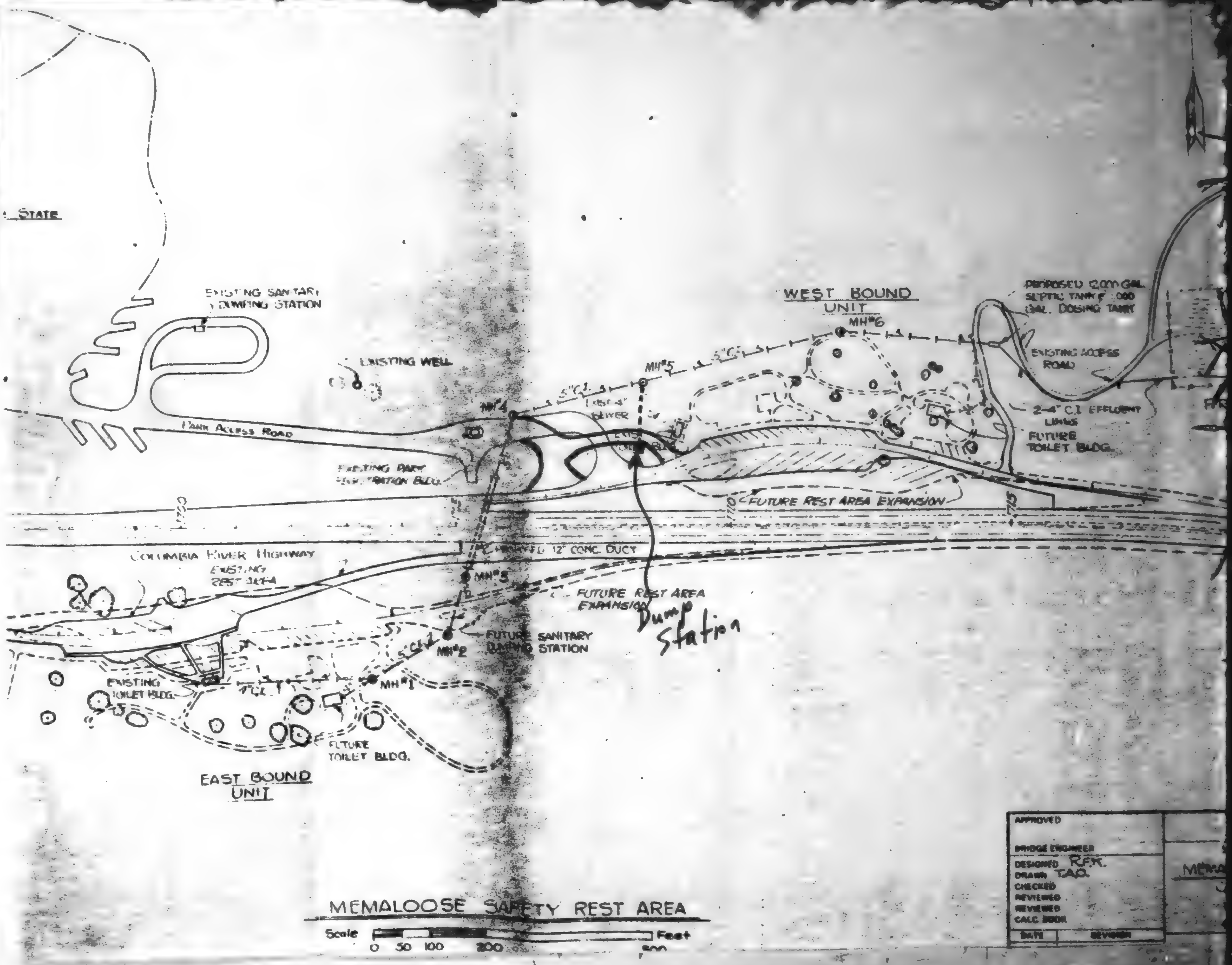

WEST BOUND UNIT
PROPOSED 12,000 GAL. SEPTIC TANK & 1,000 GAL. DOSING TANK
EXISTING ACCESS ROAD
PROPOSED DISPOSAL FIELD
2-4" C.I. EFFLUENT LINES
FUTURE TOILET BLDG.
MH#6
MH#5
MH#4
MH#3
MH#2
MH#1
5" C.I.
EXIST. 4" SEWER
EXISTING WELL
EXISTING PARK REGISTRATION BLDG.
FUTURE REST AREA EXPANSION
PROPOSED 12" CONC. DUCT
FUTURE REST AREA EXPANSION
FUTURE SANITARY DUMPING STATION
FUTURE TOILET BLDG.
Dump Station
To The Dalles
1710
1715
1720
SANITARY STATION
ROAD
HIGHWAY
BOUND
MEMALOOSE SAFETY REST AREA
Scale 0 50 100 200 500 Feet
APPROVED
BRIDGE ENGINEER
DESIGNED R.F.K.
DRAWN T.A.O.
CHECKED
REVIEWED
REVIEWED
CALC BOOK
DATE
REVISION
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
MEMALOOSE SAFETY REST AREA
COLUMBIA RIVER HIGHWAY
WASCO CO. — ORE.


STATE
EXISTING SANITARY DUMPING STATION
EXISTING WELL
PARK ACCESS ROAD
EXISTING PARK REGISTRATION BLDG.
MH#4
5" C.I.
EXIST. 4" SEWER
MH#5
MH#6
WEST BOUND UNIT
PROPOSED 12,000 GAL. SEPTIC TANK & 1,000 GAL. DOSING TANK
EXISTING ACCESS ROAD
2-4" C.I. EFFLUENT LINES
FUTURE TOILET BLDG.
FUTURE REST AREA EXPANSION
12" CONC. DUCT
COLUMBIA RIVER HIGHWAY
EXISTING REST AREA
MH#3
FUTURE REST AREA EXPANSION
Dump Station
FUTURE SANITARY DUMPING STATION
MH#2
MH#1
EXISTING TOILET BLDG.
4" C.I.
FUTURE TOILET BLDG.
EAST BOUND UNIT
Scale 0 50 100 200 Feet

MEMALOOSE SAFETY REST AREA

APPROVED
BRIDGE ENGINEER
DESIGNED R.F.K.
DRAWN T.A.O.
CHECKED
REVIEWED
REVIEWED
CALC BOOK
DATE REVISION

#8072

Salem, Oregon

May 16, 1974

R. A. Sandmann, Region IV Construction Engineer

J. H. Versteeg, Road Design Engineer

Memaloose Safety Rest Area
Columbia River Highway
Wasco County

REFERRED TO
Cole Reed
Eriksen Sample
Hager [✓ Watson] J.W.
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Your plan and correspondence covering a proposed sanitary dump station at the subject rest area have been referred to this office for review.

It appears from your sketch that with the proposed curbed areas it will be difficult for larger campers, using the truck parking to get to the proposed dump. Also, your proposed location would be difficult to provide proper sewage disposal.

There is an existing dump station in the park area. By moving the park gate to the west of this dump it should be possible to use this the year around. There is a resident park employee on hand all year.

In view of the above we could not recommend your plan.

DNS:we
cc: L. L. Wallace
Roy E. Olson

1 Versteeg
A. Olson aal
2 Torpin T
Scott
Swenson
R. Olson
Trout K

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MAY 17 1974
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Form 81 734 4030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

The Dalles, Oregon

May 9, 1974

FROM: Norman L. Oliva
Resident Engineer

SUBJECT: Design Recommendation
Memaloose Rest Area

TO: Carl Williams
Regional Engineer

Enclosed is a drawing proposing construction of a sanitary dump station for the West Bound Rest Area.

If you recall, the original plans do not call for a sanitary dump station to be constructed on the W. B. side but instead utilize the existing sanitary dump station in the park area.

There are primarily two drawbacks in utilizing the parks dump station: first, the park area is closed approximately 5 months of the year (Nov. to May), so utilization is limited. Secondly, even when the park area is open, the dump station is not convenient to use. Im afraid that if a dump station is not handy to use, people will dump in the park or along the road.

I've also included in this drawing a potable water supply so that campers may refill their water holding tanks.

I understand from conversing with members of the Bridge Design Section that the entire Rest Area is scheduled to be let in July instead of just the sanitary & water facilities. This is the reason that this recommendation is in your hands now.

RECEIVED
MAY 15 1974
BRIDGE DIVISION

PROPOSED SANITARY DUMP
MEMALOOSE SAFETY REST AREA
WEST BOUND
SCALE: 1" = 25'

NOT FILMED
ORIGINAL IN
FILE

8072

6-14-73

TRANSACTION NUMBER 6-21

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	6-14-73
BY (Signature)	Mr. Young's May 15, 1973 letter
TITLE	Office Engineer

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 748 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
748	I-80-3(64)70	0.0	570,000	525,900	Memaloose Safety Rest Area Wasco County	Grade, Drain, High Type Pavement Sanitary Facilities.

RECEIVED
STATE HWY ENGR
JUN 15 '73
REFER TO
Hunter
FOR

Info	Invns	J/D	D/R	Sign	Act	File
					✓	

cy aej - file

REMARKS (Division)

6-18-73
Copy Young

~~E. J. Hoefer~~
E. J. Hunter

RECOMMENDED	
DATE	SIGNATURE AND TITLE

APPROVED	
DATE	SIGNATURE AND TITLE
6-14-73	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-490

FORM PR-48
(Rev. 8-72)

8072

May 15, 1973

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PMRS No.
748	I-80N-3(64)70	Memaloose Safety Rest Area #71.0237

Enc.

JG:pr

cc: R. N. Chase
B. L. Gifford

8072

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
[illegible]
Federal Highway Administration

DATE May 15, 1973

FROM

L. N. Young
Office Engineer

SUBJECT Program Data Submission
Project I-80N-3(64)70

We are submitting program data for one Interstate Project, Item No. 748, Project No. I-80N-3(64)70, "Memaloose Safety Rest Area Expansion", which we desire to have included in the Federal-aid Interstate Highway Program.

Data relative to the requirements of PPM 90-1, PPM 20-8, and IM 50-1-70 were previously submitted under our letter, dated August 9, 1971, requesting location/design approval for the Memaloose Safety Rest Area Expansion.

Enc.

JG:pr

Budget Bureau No.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-15-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Memaloose Safety Rest Area 21 65	**ADT**	PRESENT 8,000	FUTURE 14,100 (68) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, San. Facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBE 80-

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Wasco			
	NAME OF URBAN AREA 17-31		ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)	(37) T

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUN
5												
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-80N Memaloose Safety Rest Area (M.P. 73)					
5					**ROW**							
5					**CONST** (CODE)		"Memaloose Safety Rest Area"	0.0	570,000	525,900	44,100	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.0	570,000	525,900	44,100
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (33)	REMARKS

Additional data:
Project Nos. I-80N

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-15-73

PROJECT LOCATION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N Memaloose Safety Rest Area		8,000	14,100	93	10	Oregon	35	042	748

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
T. Pave, San. Facilities								I-	80-3	(64)	70	N

UNDS: Interstate

COUNTY NAME: Wasco CODE 065

ROUTE NO. I: FEDERAL-AID I-80N STATE 2 U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N Memaloose Safety Rest Area (M.P. 73)						Revise parking areas & ramps: Const. sanitary facilities, water supply system, irrigation system, walks, shelters, tables; Plant trees, shrubs & lawn: Inst. illum. & other incidental work common to this type of project.
ROW								
CONST (CODE)		"Memaloose Safety Rest Area"	0.0	570,000	525,900	44,100		ROW-200' min.; Access control-full: Parking restrictions-complete.
PROJECT TOTALS			0.0	570,000	525,900	44,100		

D BY

PPROVAL DATES

REMARKS
Additional data: Item Nos. 165 & 656;
Project Nos. I-80N-3(18) & (61), respectively

(OVER)

USCOMM DUSCOMM-DC 48905-P61

MEMALOOSE SAFETY REST AREA

PROJECT I-80N-3(64)70

Remarks Continued:

Project Data: The proposed project is for expanding the facilities of the existing eastbound and westbound rest areas with the work consisting of revising the E. Bd. and W. Bd. parking facilities, revising the eastbound on-ramp, construction of two type 8 toilet buildings (one N.Bd.; one S. Bd.), sanitary stations, information shelters, water supply system (includes pumps, pump house and storage building, connection to storage tank and well), septic tanks and drain fields, walks, picnic facilities, litter receptacles, sand urns, illumination. Furnish and place topsoil. Furnishing and planting trees, shrubs and sod lawn. Installation of an automatic irrigation system. Furnish and place mulch material and other incidental work common to this type of motorist service.

Requirements of PPM 90-1: Negative Declaration concurred in by FHWA on August 3, 1971.

A-95 Review: State Clearinghouse and District 9 Clearinghouse approval by letters dated June 28, 1971 and June 4, 1971, respectively.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandum dated August 30, 1971.

NOTE: (1) On-the-job trainess, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the "Negative Environmental Declaration", the "Study Report" and the "Clearinghouse Reviews".

Data for PR 37:
On ROW-1; ROW-F; Sanitary Facilities-Y.
Type Code Y021; Safety Rest Area————————$ 267,000
Type Code Y022; Comfort and Convenience Facilities——$ 303,000

8072

I-80N

FORM

OREGON STATE HIGHWAY DIVISION

5-9-74

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Hal

Program approved except that the Baldock expansion should be let as soon as possible this year (74).

ESH.

cc Dubin

DATE May ~~1~~ 9, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J. H. Versteeg

SUBJECT Memaloose Safety Rest Area Expansion

The present contract letting schedule lists both the Memaloose Safety Rest Area Water Supply and Sewer Project and the Charles Reynolds Safety Rest Area construction for July of 1974. It is my recommendation that we contract the $950,000 expansion of the Memaloose Safety Rest Area this year and postpone the Reynolds Construction project until 1975 or 1976.

Some of the reasoning supporting this recommendation is as follows:

1. The existing Memaloose Safety Rest Area is not in the best condition and needs to be upgraded.
2. Considerable engineering costs could be saved by letting one large contract at Memaloose rather than the planned two stage construction.
3. There should be some reduction in contractor mobilization costs for a single stage construction project at Memaloose rather than two stage concept.
4. It will cost at least $25,000 annually to maintain the Charles Reynolds Safety Rest Area when it is completed and opened for public use. Based on present available maintenance funds a one year delay in constructing this facility seems desirable.
5. It looks like we should schedule the Memaloose Safety Rest Area expansion in 1974, Siskiyou Safety Rest Area expansion in the spring of 1975 and the Charles Reynolds Safety Rest Area construction in the fall of 1975 or the spring of 1976. In addition we will also have to schedule the Baldock, Santiam and Boardman Safety Rest Area expansions before the end of the Interstate program (1977).

Attached is related correspondence.

JHV:jh

Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
Copy R. Olson
Trout 4

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MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1974

SUBJECT: Memaloose Safety Rest Area Expansion

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

Memaloose Safety Rest Area was one of the first to be constructed on the interstate system. It was given priority in expansion because of the inadequate water and sewage disposal system. Also, the area is located so there is a spectacular view of the Columbia River.

The Parks Department is planning an Oregon Trail interpretive signing project using Memaloose Safety Rest Area as an orientation station for the westerly terminus and Ontario Safety Rest Area as the orientation station for the easterly terminus. Interpretive signs will be provided at Stanfield, Boardman, Deadmans Pass, Chas. Reynolds, Baker Valley and Weatherby Safety Rest Areas. Farewell Bend, Hilgard Junction, Emigrant Springs and Deschutes River State Parks will also be included in the program. Plans are to complete the Oregon Trail project in 1975.

Because the plans for the complete expansion are almost complete, it was suggested that the entire project be scheduled. The Bridge Department planners are in accord for the following reasons:

1. The second contractor would have difficulty in their operation to keep from damaging sewer and pipe lines installed by the first contractor.
2. Engineering with two contracts on the project would involve the location of stubbed off pipes for water and sewer lines and electrical conduits.
3. Necessity of irrigation pipe lines fills would be eliminated because final contour grading would be done if the total expansion is under one contract.

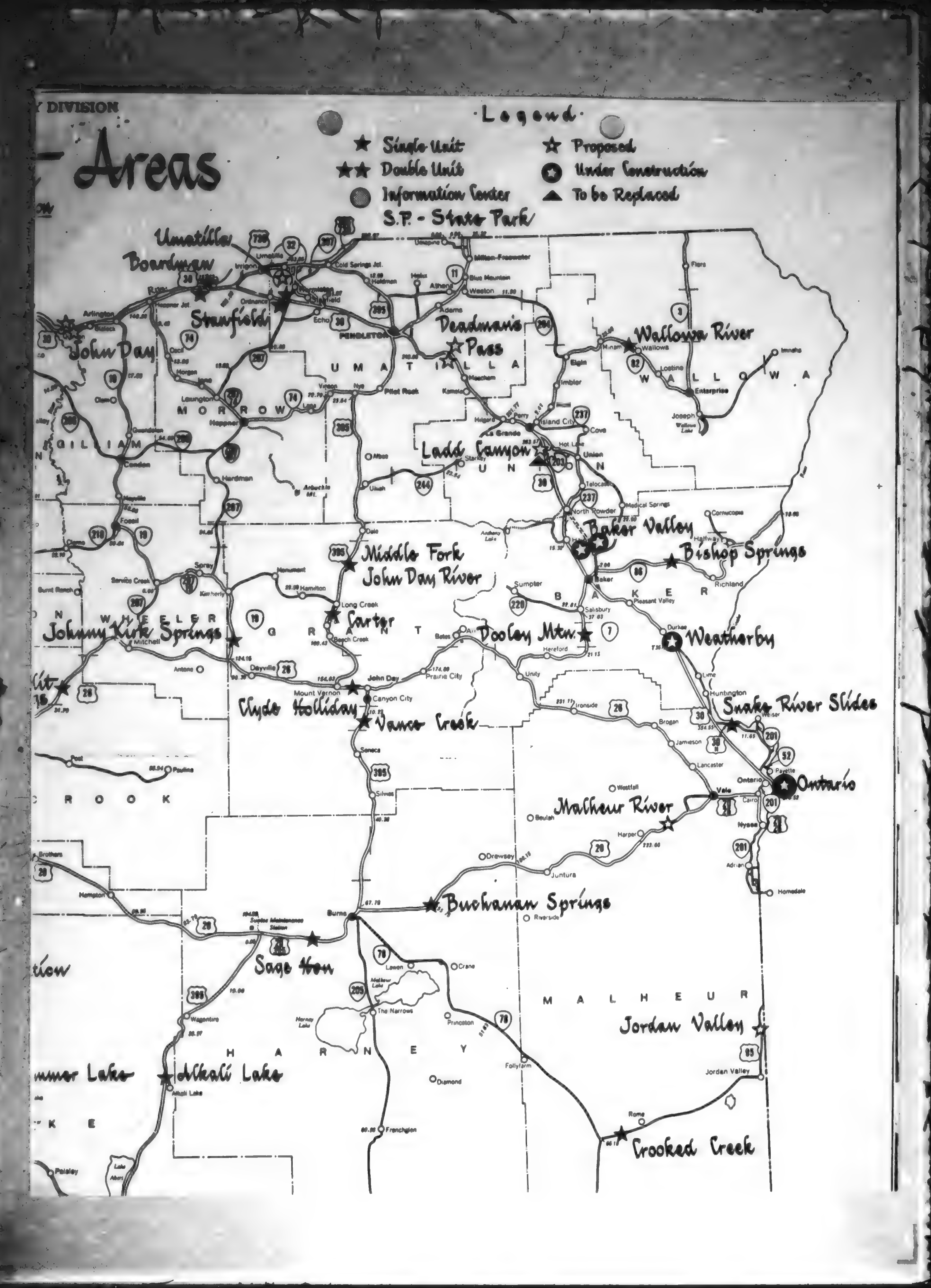
Roy E Olson

Roy E. Olson
Landscape Engineer

vmt

Rest Area Maintenance Costs 7-1-72 to 7-1-73

Boardman	Double	$21,293
Stanfield	"	23,918
Buchanan Springs	Single	3,363
Clyde Holliday	"	7,563
Dooley Mtn	"	1,689
Crooked Creek	"	3,060
Wallowa River	"	2,700


Y DIVISION
Areas
Legend
★ Single Unit
☆ Proposed
★★ Double Unit
Under Construction
● Information Center
▲ To be Replaced
S.P. - State Park
Umatilla
Boardman
Stanfield
John Day
Deadman's Pass
Wallowa River
Ladd Canyon
Baker Valley
Bishop Springs
Middle Fork John Day River
Carter
Johnny Kirk Springs
Dooley Mtn.
Weatherby
Clyde Holliday
Vance Creek
Snake River Slides
Ontario
Malheur River
Buchanan Springs
Sage Hen
Jordan Valley
Alkali Lake
Crooked Creek
UMATILLA
MORROW
GILLIAM
WALLOWA
UNION
BAKER
GRANT
WHEELER
CROOK
HARNEY
MALHEUR
Pendleton
Burns
John Day
Baker
Vale
La Grande

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 24, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT Memaloose Safety Rest Area Expansion

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
3 R. Olson
4 Trout

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APR 26 1974
ROAD DESIGN SECTION

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The expansion of this rest area has been planned in two stages.

First Stage - Construct water supply system and sewage disposal system.

Cost Estimate:		
	Water Supply	$ 40,000
	Sewage Disposal	100,000
	Roadwork	50,000
	Power Supply	50,000
	TOTAL	$240,000

Second Stage - Complete new facilities.

Cost Estimate:		
	Landscaping	$225,000
	Roadwork	372,000
	Building	109,000
	Illumination	57,000
	TOTAL	$763,000

Roy Olson is recommending that the two stages be combined into one $953,000 construction project as soon as DEQ approves the sewage disposal system. I would agree that this is a reasonable recommendation based on past rest area development programs.

However we should consider if committing $60,000 in matching money for this project is in the public interest considering the availability of funds. Is the expansion of the rest area (Stage 2) justified based on traffic trends on 80N?

Please advise if we should go ahead with the total $953,000 expansion at this time.

JHV:jh

Hal
How does this compare to other needed expansions? If high on list we should proceed.
ESH

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY DIVISION

~~SPOONER~~

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Memaloose (Expansion)

HIGHWAY I-80N M.P. 71 COUNTY Wasco DATE May 27, 1971

I Traffic Data

A = 20 year ADT

19 75 = 9,700 x 1.22 (Seasonal factor) = 11,834

B = Peak hour directional traffic = A 11,834 x K 0.135 x D 0.6 = 959

Where K = Ratio of design hourly volume to ADT (0.135)

D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 959 x 0.09 = 87

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

	1975	Existing	Proposed E.B.	Proposed W.B.
M = Total parking spaces = C x 0.5 =	43	30	45	39
N = Car parking spaces = M x 0.7 =	30	25	30	27
O = Truck parking spaces = M - N =	13	5	15	12

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 196

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 98

R = Number of persons using women's facility = P x 0.5 = 98

The required facilities may be determined by entering the value for persons/hour into the following table:

Existing Type "4"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" For Expansion

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 17

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 13

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 8, 1974
Salem, Oregon

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Carl Williams
Region 4 Engineer

Attention R. A. Sandmann

SUBJECT:

Memaloose Safety Rest Area
Columbia River Hwy.
Wasco Co.
Br. 9113C

Your letter of February 21, 1974 to Frank Terpin and the set of preliminary plans marked by Norman Oliva were forwarded to this office for review. We have studied the proposed changes and comments, discussed them with Norman Oliva, and offer the following conclusions for the items listed in your letter.

1. The 3,000-gallon septic tank for the dumping station will not be constructed under this contract. It will be a part of the future rest area expansion. This tank will be used to settle out the heavy metal salts used in trailer holding tank solutions. These salts inhibit bacteria growth and would interfere with the proper action of the primary septic tank.

   Raw sewage is collected from the toilet buildings into one primary septic tank so as to centralize all the sewer lines. If there is a future need for installing a treatment plant, it could be installed with a minimum disruption of the rest area.

2. The grade of the conduit crossing has been changed. Minimum cover is provided.

3. We agree that DMH # 6 should be moved so that the sewer line will miss the two pine trees. Please furnish us a plan and ground profile of a new line that will maintain minimum cover and maximum grade.

4. The site of the primary septic tank should also be considered as the site of a future treatment plant. Please keep this in mind if the location has to be changed. The proposal site is readily accessible so we would suggest that any relocation be minor.

   The proposed dosing tank was located to provide energy to completely cover alternate drainfields automatically with no valves, electric controls or pumps. We would not recommend moving the dosing tank down to the drainfield. Moving the tank downhill to about Station 20+91 would eliminate 275 feet of double line and still preserve enough energy to cover the entire double drainfield.

The sewer line from the westbound toilet building will not be constructed under this contract. It will be a part of the future rest area expansion. This line can be relocated to minimize the rock cut. Please furnish us a plan and ground profile of the new location.

5. We agree that there is a need for a cut off trench above the drainfield area. Please furnish us a location for this drainage facility so that we may include it in the plans.

Norman Oliva's suggestion for a potable water source near the dumping station has merit, however, there are dangers involved. The source would have to be far enough away from the station to prevent use of the potable water for flushing and washing of the trailer holding tanks. This does not have to be considered for this contract, however, since the station will be a part of the future rest area expansion. Please contact Roy Olson, Landscape Section, to discuss this and the trailer return route. The suggested trailer return route seems impractical to us, except maybe to install the dumping station near the entrance (exit) ramps.

We would appreciate early submittal of the field data needed to include the above mentioned items in the plans.

JHW/GJB/ag

cc Frank Terpin
Norman Oliva
G. Ballard

REFERRED TO
Cole Reed
Eriksen Semple
Hager [✓ Watson] W
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

5-2-74

Bridge sect [illegible] now concurs with our location of dump station on the entrance ramp.

1 2

copy

FORM [illegible] (REV. 10-[illegible])

ORECON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1974

SUBJECT: Memaloose Safety Rest Area
Expansion

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

Several months ago, a decision was made to complete the expansion in two stages.

First Stage - Construct water supply system and sewage disposal system.

Second Stage - Complete new facilities and provide expansion of parking area.

The status of final plans is as follows:

Road Design could complete plans in about a week.
Bridge Design could complete plans in about two weeks.
Approval of water system and sewage disposal is held up pending approval of D.E.Q.
Landscape plans are completed and attached.

It is recommended that the two stages of construction be combined, and let the contract as soon as approval for sewage disposal is received from D.E.Q.

Ray E Olson
Roy E. Olson
Landscape Engineer

vmt

Form 2001

OREGON STATE

HIGHWAY DIVISION

Memaloose Safety Rest Area

TABULATION SHEET

SHEET .... OF .... SHEETS

Total Expansion

April 23, 1974

Landscape Development	225,000
Road Design	372,000
Buildings	109,000
Illumination	57,000
Water Supply	40,000
Sewer	100,000
Power Supply	50,000
	953,000

Water Supply and Disposal System Only

Road Design	50,000
Water Supply	40,000
Sewer	100,000
Power Supply	50,000
	240,000

8072 80N

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE February 21, 1974

TO Frank E. Terpin
Final Design Engineer
SALEM

FROM Robert A. Sandmann
Robert A. Sandmann
Regional Construction Engineer

REFERRED TO

Cole Reed
Eriksen Semple
Hager [illegible] W
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

SUBJECT [redacted]
Preliminary Plans for Review as Revised January 25, 1974

Attached is one set of subject preliminary plans, reviewed and marked by Norm L. Oliva, Resident Engineer, as follows:

1. Install larger septic tank on E. B. side for treatment of effluent from new E. B. toilet building. (See sheet 2 of Plan and Profile)
2. Raise grade of conduit crossing of freeway to eliminate unnecessary expensive excavation. Minimum cover to be provided. (See sheet 3 of Plan and Profile)
3. Relocate main trunk line between DMH #5 and septic tank to miss existing trees. (See sheet 4 and 5 of Plan and Profile)
4. Relocate large septic tank and dosing tank, also trunk line from new W. B. toilet building to septic tank. (See sheet 5 of Plan and Profile)
5. Provide drainage facility for subsurface water in vicinity of drain fields. (See sheet 7 of Plan and Profile)

Another suggestion by Oliva, which certainly appears valid, is to provide a potable water source in the vicinity of the sanitary dumping stations, so people can fill water supply tanks on trailers, campers, etc.

1 Versteeg J
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout NF

RECEIVED
FEB 22 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Plans + Copies of letters to Bridge
2-25-74
L.W.

Some provision should also be made for trailers, campers, to be able to return to the rest area parking lot after using dumping station facilities. Many times the user will want to dump holding tanks and return to the rest area.

Another suggestion for future development is the installation of a dumping station for the W. B. side-separate from the overnight camp area station.

RAS:mr

enclosure

cc: N. L. Oliva

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon
February 13, 1974

☐ RE ☐ MS ☒ ACE Assigned
RECEIVED
REGION IV, BEND
FILE:
FEB 15 1974
☐ ROE ☐ RDE ☐ RTE

FROM: Norman L. Oliva
Resident Engineer

TO: Carl Williams
Regional Engineer

SUBJECT: Preliminary Plans
Memaloose Rest Area

I have reviewed the subject project, and have made my comments in red pencil on the enclosed copy of the preliminary plans.

Starting with sheet two of the sewer line plan profile; I strongly recommend that the 3,000 gal. septic tank be increased in size to 10,000 gals., so that both the sanitary dump, and the two toilet buildings can utilize it. To me it doesn't seem practicable to run to both of the toilet buildings for 2,000 feet to the 12,000 gal. septic tank on the W.B. side. Why build a maintenance problem, when it would be so easy to utilize a septic tank on the E.B. side. The designer had informed me that the reason for the 3,000 gal. septic tank was that sometimes the trailers which dump, contain a caustic solution which kills the bacteria action of the sewage, even if this was true, they have allowed the effluent from that 3,000 gal. tank to remain in the sewer line, so I can't see that they gained want they have attended to do.

On sheet 3, I think that the first thing to be checked is Manhole No. 3, to see that it will not interfere with future construction of the Freeway section. The next recommendation is to raise the conduit crossing under the Freeway. This conduit crossing is to be constructed in four stages, which means a great deal of time in construction. This crossing is in solid rock and it should be no trouble to raise this crossing 2 to 3 feet if a random fill is placed on the North side of the freeway.

On sheet 4, the sewer line as shown would be constructed at the base of two nice Pine trees. It has been my experience in the past to stay away from the roots of trees if you have any hopes of saving them. I have recommended to make manhole No. 5 an angle point, which will also entail moving manhole No. 6. This movement may create more excavation, but I will have to run a profile line over the new line before I can arrive at some new quantities.

On sheet 5, the first recommendation that I want to make is to relocate the 12,000 gal. septic tank, and dosing tank to a draw between stations 16 and 17. The advantages of this location is that the excavation quantities for the septic tank can be cut approximately one-half and we can build a sewer line directely to the new toilet building instead of running down the bluff, and along the access road. The new proposed line from the dosing tank to the seepage bed should be moved North as I have shown, because this offers a better location for access, and gradient of the concrete casement as shown. If the designer goes along with us, and installs a larger septic tank on the E.B. side, then this sewer line from manhole No. 6 can be hooked directely to the dosing tank. Also if you will notice the plan indicates two 4 inch cast iron pipe sewer lines coming out of the dosing tank to the disposal field, and it appears to me that maybe a 6 inch cast iron sewer line is more practicable and cheaper. By moving the dosing tank down to the seepage bed, this maybe a cheaper solution.

On sheet 7, the primary concern here is to constructed a cut off ditch above the proposed seepage bed. When I investigated this site, the upper portion of the seepage area is like a swamp. This subsurface water if not diverted by either a cut off ditch, or perf pipe will surley ruin the seepage bed.

I have no comments concerning the water system, except to throw in the feasibility of constructing water towers below the sanitary dump stations for the purpose of filling holding tanks of trailer houses.

NLO:db

cc:File

8072

80N

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE January 17, 1974

TO J. H. Versteeg
Road Design Engineer
SALEM

FROM Robert A. Sandmann
Regional Construction Engineer

SUBJECT Utility Crossings, Memaloose SRA
Highway I-80N

As discussed with you on the phone, open cutting for installation of the utility conduits appears to be the most feasible and economical. Drilling or boring would be costly and extremely difficult, if not impossible, to control. Cuts and fills through the area are of quarry size rock material.

Open cutting should be limited to no more than one-half the available pavement width each in the east bound or west bound lanes. Adequate width is available to provide for one-lane traffic each direction. Any section of trench opened up should be backfilled and patched the same day, and two-lane traffic restored.

A seasoning period should be specified to allow for backfill and patching to consolidate. After seasoning, a minimum 300 foot A. C. overlay full width should be placed.

200
Hal

RAS:mr

1 Versteeg C
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout K

RECEIVED
JAN 18 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson]

[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐

BY FINAL DESIGN ENGINEER

8072

FORM 2-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 2, 1973

TO MEMORANDUM TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Memaloose Safety Rest Area
Columbia River Highway
Wasco County

A review of the expansion of the East Bound Rest Area on the above mentioned project was made by J. F. Putnam.

He has recommended that any expansion should be made toward the East end of the present area. This would eliminate a pumping station for the new building, and revising the exit ramp through a high rock cut and present stablized slide area. The parking area would have to be on steep grades.

For the expansion to the East, the present entrance ramp can be extended without reducing the present rock cut. The building and parking area will be on flatter grades and sanitary sewer lines can be on a gravity flow.

LKW:jg
cc: J. F. Putnam
L. L. Wallace
Roy Olson

E.S. Hunter

NOTED
E. S. HUNTER

1

2

RECEIVED
DESIGN
SECTION

Other

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8072

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

Duane O. Christensen

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

   Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

   In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

   A contract to revise the parking areas and provide a new well has been completed.

   This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

   An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

   Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
E. S. HUNTER

NOTED
[illegible]

[illegible]

NOTED
W. J. HART

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence. and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellison
L. L. Wallace
D. O. Christensen
R. F. Knapp

Outline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region 111

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region 1V

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region 111

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region 111

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- (includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region 111

(a.) Water Supply (includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost .(includes 20% E & C) = $83,000

7. Cow Creek SRA - Region 111

(a.) Water Supply (includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region 111

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total (Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.)

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C = $ 3,000

Total Cost of all improvements
(Exluding Manzanita SRA and Memaloose SRA) = $400,200

8072

Aug 29'74

Vandeeg

A. Olson

Turpin

Scott

Swanson

R. Olson

copy From: NP

RECEIVED
JUN - 6 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Memaloose Safety Rest Area
Wasco County

This negative declaration is to accompany our request for approval of Federal-Aid Project No. I-80N-3(-)70.

LOCATION AND DESCRIPTION OF PROJECT The Memaloose Safety Rest Area is located between Hood River and The Dalles on I-80N. It has a commanding view of the Columbia River and Memaloose Island. The area has historical significance because the island was once an important burial ground for Mid-Columbia Indians. Adjacent to the northern section of the rest area is the Memaloose Park Overnight Camp Area.

The rest area project calls for expanding parking area for cars and trucks, and construction of additional toilet buildings, septic tanks, and drain fields. An additional trailer sanitary station, irrigation system, and electrical supply for buildings and parking area illumination is also included in the project.

The new toilet building requires a septic tank and drain fields. The septic tank has a 10,000 gallon capacity and an approximate safety factor against overload of 30%. Design is based upon previous experience and in accordance with Public Health Service Publication No. 526 as revised 1967. A plan of building, septic tank and drain field locations will be submitted to the State Board of Health, Sanitary Division, for their approval prior to the final design.

NOTED
ROY OLSON
HS

The existing water source is sufficient both in quantity and quality to support the proposed expansion of facilities.

PURPOSE OF PROJECT The expansion of the safety rest area is designed to meet the future needs of I-80N projected to 1985. Services offered the traveling public through safety rest areas are useful to the highway users for both public relations and safety aspects. This project will maintain the present level of service.

DISCUSSION OF ENVIRONMENTAL IMPACTS To operate efficiently, septic tank capacity should not be exceeded. The new sanitary facilities will keep septic tanks and drain fields from being overloaded. This will lessen adverse effects from overusing present facilities. There will be no environmental impacts outside the rest area.

BASIS FOR NEGATIVE DECLARATION No additional property is required for the expansion. All improvements will be within the rest area only, and will result in increased capacity to the road user. Also, the historic and scenic qualities of the site will be preserved for the enjoyment of future visitors.

We therefore submit this negative declaration as the opinion of the Highway Division staff, and respectfully request your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur____________________________ _______________________________
Division Engineer Date

Attachment

AG:dg

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
J. F. Putnam

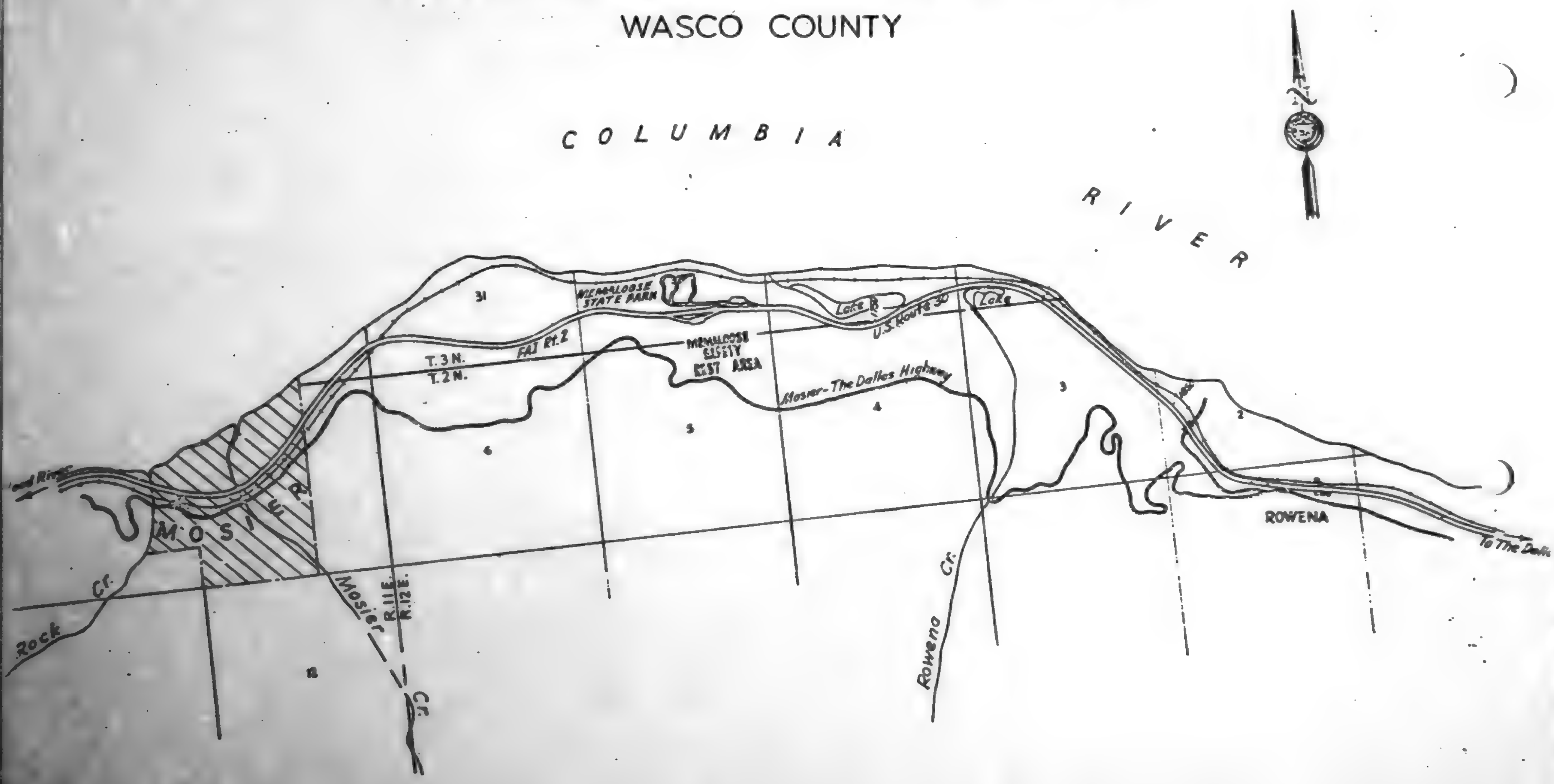
OREGON STATE HIGHWAY DIVISION

Sketch Map

MEMALOOSE SAFETY REST AREA

COLUMBIA RIVER HIGHWAY (I-80N)

WASCO COUNTY


COLUMBIA RIVER
MEMALOOSE STATE PARK
31
T.3N.
T.2N.
FAI Rt. 2
MEMALOOSE SAFETY REST AREA
Lake
U.S. Route 30
Lake
Mosier-The Dalles Highway
6
5
4
3
2
MOSIER
Rock Cr.
Mosier Cr.
R.11E.
R.12E.
12
Rowena Cr.
ROWENA
To The Dalles

8073 Pudding Riv. Br. Sec., 1974
FAS 117 W. of Canby
(0.11 mi. grading & riprap)

8073

R

July 23, 1973

[illegible] Company
615 Morgan Building
721 S.W. Washington Street
Portland, Oregon 97205

Gentlemen:

On July 16, 1973, we wrote to you concerning release of final payment on Contract No. 8073 awarded to Elko Incorporated, for work on the Pudding River Bridge Section of FAS 117 (Arndt Road) in Clackamas and Marion Counties.

Final payment on this contract is $573.18 and the total contract amount is $43,221.38 including $73.18 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

dwp

cc Great American Insurance Company
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Elko Incorporated
25761 S.E. Highway 224
Boring, Oregon 97009

bc G. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Haack
C. O. Fredrickson

8073 R

FORM 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pudding River Bridge

WEEK ENDING: June 21, 1975

SECTION PREFIX: 503-1033

HIGHWAY: FAS 117 (Arndt Road)

COUNTY: Clackamas and Marion

NAME OF JOB: Pudding River Bridge

KIND OF WORK: Grading and Riprap

CONTRACTOR: Elte, Inc.

CONTRACT NUMBER: 8073

FEDERAL AID PROJECT NUMBER: ER-314(1)

DATE OF CONTRACT: October 30, 1974

DATE WORK STARTED: December 2, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 78

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 78

PROJECT AUTHORIZATION: $ 49,386.71

EXCLUSIVE OF ENGINEERING: $ 45,073.46

ENGINEERING AUTHORIZATION: $ 4,313.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,153.36

ENGINEERING COST TO DATE: $ 4,931.78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN 1.55%

PERCENT OF AUTHORIZATION: 114%

DATE PROJECT WAS COMPLETED: May 2, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Tr. Exc.	Embankment	Filter Blkt.	Riprap	
MILES IN PROJECT	0.1	0.1	0.1	0.1	
MILES PARTIALLY COMPLETED	0.1	0.1	0.1	0.1	
MILES COMPLETED	0.1	0.1	0.1	0.1	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	480 cy	1,450 cy	500 cy	1,275 cy	
TOTAL QUANTITIES CORRECTED TO DATE	555 cy	2,420 cy	0 cy	1,239 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	555 cy	2,420 cy	0 cy	1,239 cy	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed	completed	completed	completed	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

June		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Clear, warm			
MONDAY	16	Cldy, cool			
TUESDAY	17	Cldy, cool			
WEDNESDAY	18	Cldy, cool			
THURSDAY	19	Cldy, warm			
FRIDAY	20	Cldy, cool			
SATURDAY	21				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 24 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

BEN GIFFORD

June	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 15	No activity
MONDAY 16	No activity
TUESDAY 17	No activity
WEDNESDAY 18	No activity
THURSDAY 19	No activity
FRIDAY 20	No activity
SATURDAY 21	No activity anticipated

REMARKS

No activity on project during the week.

Semi-final estimate submitted on Friday, June 20, 1975.

FINAL REPORT

SIGNED C.E. Payton LOCATION Salem, Oregon

C.E. Payton, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8073

December 11, 1974

Clackamas County
Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5158

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering flood damage repair on Arndt Road, Knights Bridge Road, Clackamas River Road and Barton Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

8073 -
0-12-3

STATE COPY

J

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-6-74	STATE Oregon COUNTY Clackamas PROJECT NO. ER-314(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds. County FAS Routes, Clackamas County

PROJECT CLASSIFICATION OR PHASE OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)			▨
PRELIMINARY ENGINEERING		1-14-74	0.97
RIGHTS-OF-WAY			▨
CONSTRUCTION	Temporary Permanent	1-14-74 7-10-74	0.97
OTHER *(Specify)*	Permanent Permanent	9-04-74 10-02-74	

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 159,091.44	FEDERAL FUNDS $ 159,091.44

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer DEC 6 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. ER-314(1)

CLACKAMAS COUNTY FAS ROUTES

FAS Routes 117, 131 and 809 County Roads

Salem, Oregon, November 15, 1974

Project agreement estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	9,200.00
	Total	$	9,200.00

Type Code 6201
Permanent Restoration (FAS 117, Knights Bridge Road-Molalla River Br. Sec.)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$	2,062.90
Equipment		912.50
Materials		2,598.75
	$	5,574.15

Type Code 6201
Temporary Repairs (FAS 117, Arndt Road, Pudding River Bridge Section) and (FAS 117, Knights Bridge Road, Molalla River Bridge Section)

Repairs by County Forces

Labor	$	1,947.95
Equipment		2,075.50
Material		2,480.75
	$	6,504.20

Type Code 6201
Permanent Restoration (FAS 117, Arndt Road, Pudding River Bridge Section)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$	216.92
Equipment		173.40
Materials		112.25
	$	502.57

Type Code 6201
Pudding River Bridge Section (Sta 160 + 00 to Sta 166 + 00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,500.00
Temporary Signs	150	sq.ft.	6.00	900.00
Flagmen	160	hrs.	12.00	1,920.00
Clearing and Grubbing	All	Required		4,500.00
Toe Trench Excavation	480	cu.yd.	5.00	2,400.00
Granular Embankment Material	1,450	cu.yd	5.50	7,975.00
Guard Rail, Type 2A	200	lin.ft.	15.00	3,000.00
Guard Rail Anchor, Type 1	1	only	300.00	300.00
Rail End Pieces, Type C	1	only	100.00	100.00
Extra Posts with Blocks	2	only	100.00	200.00
Filter Blanket	500	cu.yd.	6.00	3,000.00
Keyed Riprap, Class 250	1,275	cu.yd.	12.50	15,937.50
				$42,732.50

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
	Subtotal	$43,932.50
	Engineering	8,587.50
	Total	$51,520.00

Type Code 6201
Temporary Repairs (FAS 131, Clackamas River Road, M.P. 3.6 County System*)
*(Was Programed as M.P. 3.8)

Repairs by County Forces

Labor	$ 576.17
Equipment	432.07
Material	30.39
	$ 1,038.63

Type Code 6201
M.P. 3.6 Slide Section
Permanent Restoration (FAS 131, Clackamas River Road, M.P. 3.6*)

Temporary Protection and Direction of Traffic	All	Required		$ 1,000.00
Temporary Signs	150	sq.ft.	6.00	900.00
Flagmen	80	hour	14.00	1,120.00
Clearing and Grubbing	All	Required		7,000.00
General Excavation	410	cu.yd.	6.50	2,665.00

Granular Embankment Material	440	cu.yd.	6.75	$ 2,970.00
Watering	15	M-gal.	10.00	150.00
Coarse Aggregate Base	400	cu.yd.	7.00	2,800.00
Class "C" Asphalt Concrete	190	tons	28.00	5,320.00
18-inch Culvert Pipe	6	lin.ft.	20.00	120.00
Guard Rail, Type 2	500	lin.ft.	10.00	5,000.00
Rail End Pieces, Type B	2	only	100.00	200.00
Loose Riprap, Class 2000	5,000	cu.yd.	6.75	33,750.00
				$62,995.00

Anticipated Additional Items

Permanent Striping	All Required	$ 100.00
Temporary Erosion Control	All Required	500.00
		$ 600.00
	Subtotal	$63,595.00
	Engineering	12,719.00
		$76,314.00

Type Code X054
Temporary Repairs (FAS 809, Barton Bridge Section)

Repairs by County Forces

Labor	$ 252.71
Equipment	103.48
Material	--
	$ 356.19

Type Code X054
Permanent Restoration (FAS 809, Barton Bridge Section)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$ 1,731.10
Equipment	1,130.00
Material	4,601.00
Engineering	619.60
	$ 8,081.70

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 9,200.00	$ 9,200.00
Temporary Repairs by County Forces	7,899.02	7,899.02

Description	Total Cost	Federal Funds
Permanent Restoration by County Forces	14,158.42	14,158.42
Pudding River Br. Sect. by State Contract	$ 51,520.00	$ 51,520.00
M. P. 3.6 Slide Section by State Contract	76,314.00	76,314.00
Total	$ 159,091.44	$ 159,091.44

Pudding River Br. Section	M.P. 3.6 Slide Section
Group 1 - 100%	Group 1 - 100%
Contract No. 8073	Contract No. 8069
Prefix: 503-1033	Prefix: 503-1032
PE 503-1472-02 - 503-1472-03	
County transfer 3-9501-09	

Clackamas County FAS Routes

Nonparticipating - State Work

Clackamas River Road M.P. 3.6

State Responsibility for Damages	All Required	$ 100.00

Pudding River Bridge Section

State Responsibility for Damages	All Required	$ 200.00

Pudding River
Clackamas & Marion Counties
Highway Job No. 109

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Pudding River Bridge Sec.
FAS 117 (Arndt Rd.)

Expires: 11-15-75

RIPRAP PERMIT NO. SP 880

ELTE, INC.

is hereby authorized to place riprap in a waterway of the state as described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provision of ORS 541.605 et seq. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

William S. Cox
William S. Cox, Director

November 15, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Riprap Permit No. SP 880

(x) 1. Only clean, erosion resistant rock from an upland source shall be used as riprap.

(x) 2. The rock shall be placed in a manner that does not appreciably increase the upland surface area.

( ) 3. There shall be no operation of equipment in the active flowing stream.

(x) 4. There shall be no operation of equipment in the active flowing stream except to dig a toe trench.

(x) 5. The rock shall be placed from above the bank.

(x) 6. Slope of the completed revetment shall be no steeper/~~flatter~~ than 1½:1.

( ) 7. Streambed gravels may be used to prepare a filter blanket.

(x) 8. Vegetative cover shall be placed on areas of streambank disturbance. The cover shall include grass and/or legumes, shrubs and trees.

( ) 9. The operation shall not be done between ______________________.

( ) 10. Existing vegetation shall be preserved.

(x) 11. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

(x) 12. The operation shall be conducted in a manner that will prevent a turbidity increase of more than five JTU's over background.

November 15, 1974

Send To: Director, Division of State Lands 11-4-74
1445 State Street
Salem, Oregon 97310

SHD Permit No. 109
Pudding River Bridge Section
FAS 117 (Arndt Road)
Clackamas & Marion Counties
August 5, 1974

FOR DIVISION USE:
Please return by ____
Date received ____
Permit No. ____
Waterway ____
County ____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name ELTE, INC.

Address 25701 S. E. Highway 224 Telephone ____

City Boring State Oregon Zip Code 97009

2. Project Supervisor's Name LEROY FORMAN

Address 25621 SE Highway 224 Telephone 637-3011

City BORING State OREGON Zip Code 97009

3. Property Owner's Name See additional sheet

Address ____ Telephone ____

City ____ State ____ Zip Code ____

4. Will the project be removal ____ fill ____ combination X riprap X

5. Will your fill consist of rock X gravel X sand ____ silt ____ other ____

Will your removal consist of rock ____ gravel X sand ____ silt X other ____

6. Volume of fill material required: annually ____ total project 3,300 Cu. Yds.

Volume of removal required: annually ____ total project 500 Cu. Yds.

7. Name of waterway affected by project Pudding River

a. Tributary of ?

b. River mile ____ Section 6 Township 4 S Range 1 E

c. County Clackamas & Marion

d. Popular local description of project location: Pudding River Bridge

8. What is the purpose of your project? To repair erosion damage to the roadway slopes.
To construct loose riprap to prevent future erosion.

RECEIVED
NOV 12 1974
DIVISION OF STATE LANDS

Application for Removal or Fill rmit

me

Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use appropriate power equipment to rebuild the slopes and construct the riprap.

10. Where will you place dredge spoils, if any? Within the new roadway slopes.

11. When will project start? October 1974 Be completed? Fall 1974

12. What does the project site look like at the present time? It is in a natural state except for the erosion damage.

13. What steps do you plan to take to restore area to its natural condition? Any new dirt slopes will be seeded.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section–1" = 100 ft.):
    - a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    - b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    - c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    - d. Pertinent property boundaries.
    - e. Spot elevations or contours if available. Reference datum must be noted.
    - f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: October 31, 1974
Time: 100 Calendar Workdays

Signed

Title

Date Nov 4, 1974

Attach the following items:
Maps as requested in Item 16 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

October 31, 1974

Elte, Inc.
25701 S.E. Highway 224
Boring, OR 97009

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Pudding River Bridge Section of FAS 117 (Arndt Road) in Clackamas and Marion Counties for the sum of $42,732.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8073.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Ed Payton
Wm. Geibel (SAIF)

8073

Box 300
Salem OR 97308

October ~~2~~, 1974
11

Right of Way Status
ER Projects
Bid Opening October 24, 1974
ER-314(1) Pudding River Bridge Sec
ER-311(1) Rock Creek Slide Sec
ER-321(1) MP 1.27 Slide
ER-321(1) MP 2.8 and MP 7.0 Slides Sec

C. J. Mathias, Division Right of Way Officer

Mr. G. L. Green, Division Engineer
Salem, Oregon

The subject projects, which are ER projects, have small amounts of right of way that are being acquired by counties. These counties submitted right of way assurances regarding Real Property Acquisitions, under Section 305, Title III, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Even though these are ER projects there has been sufficient time for the county to comply with the law. The submitted status reports from Assistant Right of Way Engineer Oakes indicate that right of entry was obtained.

Because of past experience the projects have been discussed with Mr. Oakes and he has advised that these counties have not complied with Title III, namely the requirement for appraisal and offer to the property owner. Mr. Oakes has advised that the State has taken action to have the counties go back and appraise the properties and make offers in accordance with the law. Therefore, I am recommending approval of the PS&E.

However, I further recommend that the State be advised in the PS&E letter that Columbia, Gilliam and Clackamas Counties must comply with Title III and that their existing State-wide assurances can not be accepted as the basis for concurrence in award. I further recommend that the State be advised that on each of the projects the county should submit the actions that have been taken on Title III before we can concur with the award. This should go in the PS&E letter.

Original Signed by
C. J. Mathias
Div. ROW Officer
C. J. Mathias

NOTED
R. L. SCHROEDER

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

cc:
C. Burghardt

eb John Oakes

Note: that Assurance must be given for each project — The county or City Assurance is not working
JB 10/11/74

BUF 10/17/74

CC Cox & RL Schroeder

8073 10-9-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-314(1)

STATE PROJECT NO.: PUDDING RIVER BRIDGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-49

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

E. ER
OCT 10 '74
REFER TO
Hunter
FOR

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
OCTOBER 2, 1974	OCTOBER 2, 1974	SECONDARY ROUTE 117 COUNTY ROAD

RECEIVED
OCT 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

CONSTRUCTION OF SLOPE GRADING AND TOE TRENCH, FURNISHING AND PLACING RIPRAP AND INCIDENTAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* TEMPORARY EROSION CONTROL $200.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND ALL BUT THE RIGHT OF WAY CERTIFYING STATEMENTS ARE ACCEPTED. WE CANNOT ACCEPT THE CLACKAMAS COUNTY ASSURANCES THAT RIGHT OF WAY WAS ACQUIRED IN ACCORDANCE WITH FEDERAL REQUIREMENTS, THEREFORE, CLACKAMAS COUNTY MUST SUBMIT THE ACTIONS THAT HAVE BEEN TAKEN TO COMPLY WITH TITLE III BEFORE WE CAN CONCUR IN THE AWARD OF THE CONTRACT. CLACKAMAS COUNTY MUST SUBMIT NEW ASSURANCES REQUIRED BY SECTION 305(1) AND (2), TITLE III PL 91-646.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-9-74	G L Green	DIVISION ENGINEER

10-11-74
ORIGINAL TO
L.W. Rulien
w/attachment

FORM PR-1240 REV. 6-71 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8073

September 20, 1974

Clackamas County
Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5087

Gentlemen:

Attached for your files is a fully executed construction-finance agreement for repair of the roadway and placement of the riprap on the Pudding River Bridge Section of the Arndt Road Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (agree. att.)

orgas
clack - 117

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

August 29, 1974

H. S. Cox
Oregon Transportation Commission
Highway Building
Salem, Oregon 97310

RE: January 1974 Storm Damage - Pudding River Bridge Section
Arndt Road, FAS 117, Clackamas County

Please find enclosed documents signed by the Board of County Commissioners certifying the Rights of Entry on the above project.

Also enclosed are copies of Rights of Entries on File #48300 and File # 48299.

WINSTON W. KURTH - County Engineer

BY Wilbur Schick

WILBUR SCHICK - Chief of Right of Way

/fh

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ■ UE
☑ UPE ☑ CE ☑ UE ☑ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Copies to – John Oaks
DE Swan
C.G. Swenson
E.L. Hardt Reg I

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. __________

Highway No. FAS 117

Project Name ER, January 1974 Storm Damage
Pudding River Bridge, Arndt Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 22nd day of August, 1974.

Clackamas County

Fred Stefani
Chairman

____
Commissioner

Thomas D. Telford
Commissioner

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COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

7/31/73

REPORT OF PERSONAL INTERVI

☐ Legal Owner ☐ Contract Purchaser ☐ Other__________ File No. 48299

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Johnson

☐ Acquisition ☐ Relocation ☐ Other__________ Section__________

Name__________ Address__________

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking__________ Amount Approved $__________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present	Statement of Discussion
8/22/74		Wrote letter explaining right-of-entry. (W.J.S.)
8/26/74		Received call from Mr. Johnson in response to my letter. He had two questions: Why I was acquiring right-of-entry instead of Marion County and why all of the property he owned would ~~have to~~ not be riprapped. I explained and told him to write a letter when returning the right-of-entry expressing his concern.
8/28/74 ✓		Received right-of-entry from Mr. Johnson. Prepared file and sent to Salem. (W.J.S.)

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COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☑

By Wilbur S. Kick
Use reverse side (tumblehead) Right of Way Agent

E-708 4-12-71

August 21, 1974

William A. Johnson
Vergie M. Johnson
557 Sunset Boulevard
Toledo, Oregon 97391

FILE NO. 48299

RE: RIGHT OF ENTRY ARNDT ROAD PROPERTY

I have been unable to contact you by phone so I am hoping this letter will explain the need for the Right of Entry.

The Pudding River during this last year has eroded away a large portion of land on both sides of the river. We would like to rip-rap along the river bank in order to prevent further erosion of your property, and the County's right of way. An easement will be needed but because of the time element, we will need to get on your property before the necessary paper work can be finished.

Please find enclosed "Permit of Entry" which will have to be signed by you before we can start construction. If you could send it back at your earliest convenience, it would be greatly appreciated.

Should you have any question, please call.

WINSTON W. KURTH - County Engineer

BY W.S.

WILBUR SCHICK - Chief of Right of Way

/fh

ORD.	DISTRIBUTION	DATE	INT.
	Director		
1	[illegible]	8/22	wk
	[illegible]		
	[illegible]		
	[illegible]		
	[illegible]		
	[illegible]		
	Office [illegible]		
2	Wilbur		

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PERMIT OF ENTRY

File No. 48299

Name William and Vergie Johnson

Pudding River Section

Arndt Road Highway

Clackamas County

Clackamas County
Department of Public Works
902 Abernethy
Oregon City, Oregon 97045

Gentlemen:

In order to permit Clackamas County to proceed with the construction of the riprap Section of the Pudding River, the undersigned does hereby grant Clackamas County, its agents, or contractors, the right to enter upon the real property described as follows:

(See Exhibit A)

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize (our) rights in negotiating a settlement or in any legal proceeding that may arise from the County's acquisition of said lands.

It is further understood that Clackamas County will either negotiate a settlement or institute condemnation proceedings by August 20, 1975, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day that Clackamas County or its agents take physical possession.

Please see additional comments over.

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

William A. Johnson
(Signature)

Vergie M. Johnson
(Signature)

Dated this 27th day of August, 1974.

During the past 15 years we have owned this property there has been no change in the river bank. All the bank erosion has occured recently down river on property previously owned by us but recently sold to Marion County.

During the past winter season a great change has occurred. ~~AC~~ Heavy brush growing along the bank on our present property, has been washed from the river bank and a hole has also begun to erode into the bank. Also slippage in the bank is noticable along with earth cracks.

It is now apparent that the entire bank, beginning at approximately our South boundary line, is going to erode into the river unless something is done to control it. I am sure that unless this bank is rip-raped along most of our present river property line, it will be necessary to rip-rap it in a year or two when the present land is washed away by the river and endangers the present road bank.

We suggest it would be wise to do this rip-raping now rather than waite until the river erodes in behind the rip=rap work you are planning to do. Permission is granted to enter the property and rip-rap along the entire river bank on our property or any part of it.

Sincerly,

William A. Johnson

This change has occurred because of the much greater volume of water forced by this property since raising the road level. During flood periods this water previously b short cutted by our property.

Exhibit A

A easement for bank protection

A parcel of land lying in the NW¼ of Section 6, Township 4 South, Range 1 East, W.M., Marion County, Oregon and being a portion of that property described in that deed to William A. and Vergie M. Johnson, recorded in Book 656, Page 276 of Marion County Record of Deeds; the said parcel being that portion of said property lying Southerly of that property described in that deed to Marion County, recorded in Book 690, Page 755 of Marion County Record of Deeds and Easterly of a line at right angles to the center line of relocated Arndt Road at Engineer's center line Station 160+75.

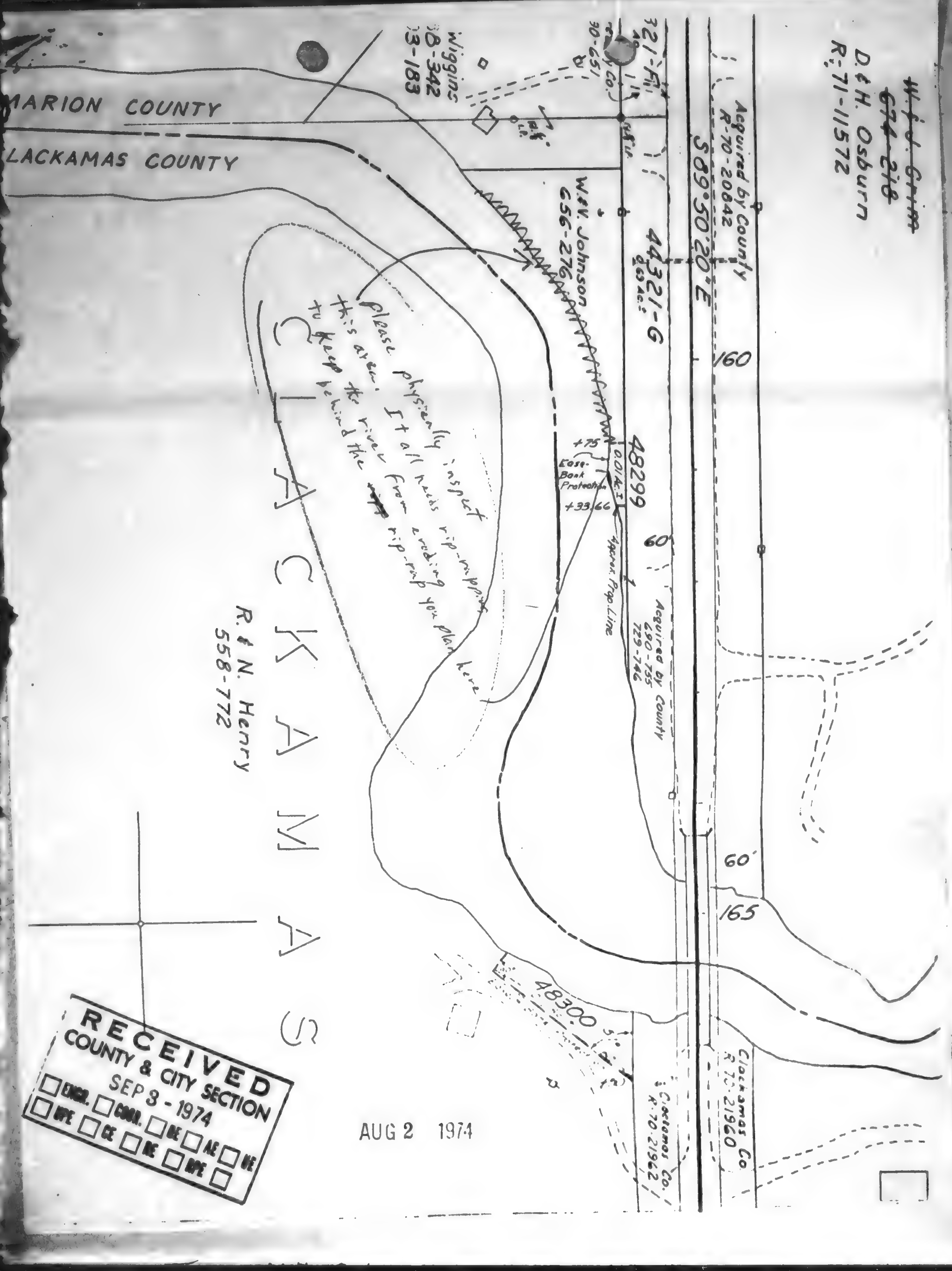
The center line referred to herein is described in said Marion County deed.

EXCEPT therefrom that property described in that deed to Marion County recorded in Book 729, Page 746 of Marion County Record of Deeds.

The parcel of land to which this description applies contains 0.01 acre, more or less.

ba/

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


~~W.J.J. Grimm~~
~~674-218~~
D.&H. Osburn
R.-71-11572
Acquired by County
R-70-20842
S89°50'20"E
44321-G
0.69 Ac.±
W.&V. Johnson
656-276
Wiggins
MARION COUNTY
CLACKAMAS COUNTY
CLACKAMAS
R.&N. Henry
558-772
160
48299
+75
0.01 Ac.±
Ease. Bank Protection
+33.66
60'
Appar. Prop. Line
Acquired by County
690-755
729-746
60'
165
48300
Clackamas Co.
R.70-21960
Clackamas Co.
R.70-21962

please physically inspect this area. It all needs rip-rapping to keep the river from eroding behind the ~~rip~~ rip-rap you plan here

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ BE ☐ AE ☐ RE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

AUG 2 1974

REPORT OF PERSONAL INTERVI

☒ Legal Owner ☐ Contract Purchaser ☐ Other
☐ Liaison ☐ Appraisal ☐ Property Mgmt.
☐ Acquisition ☐ Relocation ☐ Other

File No. 48300
Last Name Henry
Section Pudding River
Name
Address 4716

Documents Delivered:

	Date
Brochures, A & R	8/21/74
Letter, O-Benefit	
~~Right~~ Permit of Entry Option	
R Claim Forms	

Area of Taking .1 ac Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present	Statement of Discussion
8/20/74		Called Mrs. Henry and told her the County needed right-of-entry for riprap work along her property. She said that her husband had died several years ago and that she owned the property and would be glad to give the right-of-entry for the needed work. I made an appointment for 8/22/74 to see her. (W.J.S.)
8/21/74		Called Mrs. Henry and explained that I would be in her neighborhood and asked if it was all right to bring over the right-of-entry for her to sign, as it would save a trip by Mr. Schick on the following day. She agreed. I took the right-of-entry over and she signed. (C. B.)

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COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

By William Schick
Right of Way Agent

E-708 4-12-71

Use reverse side (tumblehead)

4716 NE 11th St.
Port, Ore.
97211

PERMIT OF ENTRY

File No. ~~FAS 117~~ 48300

Name NERISSA HENRY

Pudding River Section

ARNDT Rd. County Rd ~~Highway~~

~~Ao~~ CLACKAMAS County

Clackamas County
Department of Public Works
902 Abernethy
Oregon City, Oregon 97045

Gentlemen:

In order to permit Clackamas County to proceed with the construction of the Rip Rapping Section of the Pudding River, the undersigned does hereby grant Clackamas County, its agents, or contractors, the right to enter upon the real property described as follows:

(See Exhibit A)

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize (our) rights in negotiating a settlement or in any legal proceeding that may arise from the County's acquisition of said lands.

It is further understood that Clackamas County will either negotiate a settlement or institute condemnation proceedings by 20 August, 1975 and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day that Clackamas County or its agents take physical possession.

Nerissa Henry
(Signature)

Robert B. Henry -
(Signature) DECEASED

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dated this 21st day of August, 1974.

Witnessed: C. Boquist
R/W Agent
Clackamas County.

An easement for bank protection Exhibit A

A parcel of land lying in the NW¼ of Section 6, Township 3 South, Range 1 East, W.M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 60 feet Southerly of Engineer's Station 166+50 on the center line of relocated Arndt Road, which center line is described in that deed to Clackamas County, recorded as Recorder's Fee No. 70-21962, Film Records of Clackamas County; thence South 39° 09' 40" West 160 feet; thence North 50° 50' 20" West to the Pudding River; thence Northerly along the Pudding River to a line parallel with and 60 feet Southerly of said center line; thence Easterly along said parallel line to the point of beginning.

The parcel of land to which this description applies contains 0.1 acre, more or less.

ALSO a permit over and across an existing roadway and between said roadway and parcel above for the purpose of transporting embankment material.

ba/

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1974
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

August 14, 1974

Mr. John McIntyre
Clackamas County Director of
Public Works
902 Abernethy
Oregon City, Oregon 97045

Attention Mr. Winston Kurth

Re: ER, January 1974 Storm Damage
Pudding River Bridge Section
Arndt Road, FAS 117
Clackamas County

Dear Mr. McIntyre:

Enclosed are four copies each of two descriptions (#48299 and #48300) for the necessary easements for riprap work to protect the roadway near this bridge.

Also enclosed for your use and reference are two copies of the sketch map covering the areas in the above descriptions.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ ☐ ☑ R ☐

LOCATION NARRATIVE REPORT
ER PROJECT
PUDDING RIVER SECTION
ARNDT ROAD
CLACKAMAS & MARION COUNTIES

Prefix 503-1472-03

Robert T. Ewen
Resident Locating Engineer
July, 1974

Purpose of Survey This is an Emergency Repair, Federal-Aid project to replace washed out roadway embankment with Class 700 riprap slope protection.

Location of Project The project is located in the N½ Sec 6, T4S, R1E, WM in Clackamas and Marion Counties on Arndt Road (FAS 117) approximately three miles west of Canby.

The beginning of the project is at Station 161+00, which is approximately 1.10 miles east of the intersection with Airport Road. The end of the project is at Station 166+00 which is approximately 0.4 mile west of the intersection with Mueke Road.

Narrative This project consists of two distinct areas requiring riprap slope protection.

Area 1, in Marion County, abuts the highway on the south and extends in an east-west direction along the north bank of the Pudding River. The riprap on this area will extend partially under the highway structure to prevent erosion around the abutment. As shown by the photographs, the initial washout begins approximately opposite Station 161+00. This would be a suitable place to match the existing embankment and an easement will be required.

Area 2, in Clackamas County, is along the east bank of the Pudding River and extends in a north-south direction.

The slope protection on the north end of this area matches the existing riprap and has been extended in a southerly direction to sufficiently protect roadside embankment from further washout.

Right of Way Permanent easement's will be required in both counties.

Project Statistics Arndt Road consists of two 12 foot travel lanes with 8 foot paved shoulders, is relatively flat and has good sight distance. Two-way traffic is anticipated during construction. The overall length of the project is 0.13 miles and ADT is 1,900.

Material Source Five material sources have been considered for this project. (See attached report from Regional Geologist.)

Special Provisions Selected borrow material to consist predominately of rock fragments or gravel of varying sizes, or combinations thereof. Relatively free of silts and clays to provide a well-filled dense course of material

Utilities Overhead electric (PGE) Underground Northwest Natural Gas. The telephone cable is laying on the ground and draped on the structure from left of Station 162+65 to right of Station 167+15. There are no water lines in this area.

Mapping Control The centerline was established by monuments found. The Station at the west end of the structure, as shown on Oregon State Highway Detail Map, Pudding River Bridge-Knight Bridge Road Section, 1970, was used.

GOVERNMENT AGENCIES CONTACTED

Oregon Fish Commission
Oregon Wildlife Commission
Corps of Engineers

REPLIES RECEIVED FROM

Corps of Engineers
Oregon Fish Commission

LOCATION ESTIMATE

ER PROJECT

PUDDING RIVER SECTION
ARNDT ROAD (FAS 117)

Prefix 503-1472-03

Robert T. Ewen
Resident Locating Engineer
June, 1974

SECT.	ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
110	Mobilization	Lump Sum	2,000.00	1	2,000
111	Temporary Protection & Direction of Traffic	Lump Sum	3,800.00	1	3,800
201	Clearing & Grubbing (Light) Info Only	Acres	500.00	0.15	80
203	General Excavation	CY	2.00	30	60
	Selected Borrow Material	CY	3.50	710	2,490
205	Truck Haul on Loose Rip Rap	Ton-Mile	0.22	72,200	15,884
233	Watering	M-Gal	3.30	6	20
620	Loose Rip Rap (Class 700)	Ton	3.00	6,560	19,680
625	Salvage & Reinstall Guard Rail (Type 1A)	LF	2.40	125	300
			Sub-Total		44,314
		+20% Engineering & Contingencies			8,886
			TOTAL		$53,200

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 20, 1974

Dan Gano

FROM: DAN GANO
Regional Geologist

TO: EDWARD L. HARDT
Regional Engineer

SUBJECT: POSSIBLE SOURCES OF CLASS "700" RIPRAP
Arndt Road F.A.S. 117 (E. R.)
Pudding River
Marion & Clackamas Counties
Prefix: 503-1472-03

The following quarries should be considered possible sources of Class "700" riprap for this E. R. project:

1. Tonquin Quarry - Tigard Sand and Gravel: Located approximately 2.5 miles S.W. of Tualatin on Sherwood Road (S.W. 1/4 Sec. 27 and S.E. 1/4 Sec. 28, T. 2 S. R. 1 W.). The distance from the project is approximately 10.9 miles by way of Sherwood Road, Nasoma Road, Boones Ferry Road, Interstate 5 and the Hubbard Interchange. Rock suitable for Class "700" riprap and larger has been stockpiled at the quarry. Contact Tigard Sand and Gravel Co. for additional information.

2. Sharp Quarry: Located approximately 3/4 mile south of the intersection of the Woodburn-Estacada Highway and Grimm Road and ± 1/2 mile west of Grimm Road on the north side of Woodcock Creek (N.E. 1/4 Sec. 11 and N.W. 1/4 Sec. 12, T. 5 S. R. 2 E.). Sharp Quarry is approximately 19.6 miles from the project by way of Mulino and Canby. Class "700" riprap appears to be readily available. Contact Grant Sharp of Rt. 2, Box 51, Molalla for further information.

3. Roley Quarry: A small quarry on the Harold Roley property located approximately 2.5 miles N.W. of Mulino off the South Central Point Road (N.E. 1/4 Sec. 12, T. 4 S. R. 1 E.). The quarry is approximately 7.6 miles from the project by way of the Canby-Mulino Road. It is a small quarry that apparently has not been used for some time. Rock exposures indicate that the site would provide good riprap. Two other quarries of similiar description are present in the area. One is reportedly just east of the Roley Quarry on private property. The other, of unknown ownership, is adjacent to the Canby-Mulino Road 0.3 mile east of the South Central Point Road. Contact Harold Roley of 25270 South Central Point Road, Canby (Phone No. Oregon City 656-4247) for additional information.

4. La Butte Quarry: Located approximately 1.0 mile S.W. of Butteville on the south side of La Butte (S.E. 1/4 Sec. 6, T. 4 S. R. 1 W.). The source is approximately 6.2 miles from the project by way of Butteville Road. Class "700" riprap could possibly be selected from this quarry. Drilling and shooting would probably be necessary. For further information contact Joe Leavey of Rt. 1, Box 53, Aurora (Phone No. 678-5302).

5. Stafford Quarry - Tigard Sand and Gravel: Located approximately 1.3 miles south of Stafford (Center of E. 1/2 Sec. 6, T. 3 S. R. 1 E.). The distance from the project is approximately 8.6 miles by way of Stafford Road, Interstate 5 and the Hubbard Interchange. Riprap does not appear to be readily available at this site. Contact Tigard Sand and Gravel Co. for further information.

It appears that Tonquin Quarry would be the most likely source of riprap for the project.

DG/lms
cc: C. T. Keasey
J. H. Versteeg
F. W. Yarbrough
Bob Ewen
Environmental Unit

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 28, 1974

TO
Ed Hardt
Regional Engineer
BUILDING

Attention: Bob Ewen

FROM
Henry M. Brindley
Henry M. Brindley
Regional Liaison Agent

SUBJECT
Right of Way Liaison Report

Emergency Repair Project
Pudding River Section
Arndt Road (F.A.S. 117)
Clackamas & Marion Counties
Prefix 503-1472-03

Attached is a narrative liaison report for the above described project.

Right of way needs for this project in the form of permanent easements is estimated to consist of a nominal consideration not to exceed $150.00.

Marion and Clackamas Road Departments advised the writer they expect to acquire any right of way needs with County personnel so the liaison activities carried out from this office have been kept at a minimum.

HMB:sdl

Attachment

CC: J.R. Oakes

Right of Way Liaison Report
Emergency Repair Project
Pudding River Section
Arndt Road (F.A.S. 117)
Clackamas and Marion Counties
Prefix 503-1472-03

This report covers the land needed to rip rap Pudding River for protection of the highway and bridge.

Total cost of permanent easements is estimated at a nominal consideration of $150.00.

Two private ownerships of property are effected by the project. One land parcel is in Marion County and the other in Clackamas County. The land is low flood land on the edge of the river and subject to high water erosion.

This project will not cause relocation of any residences, businesses, farms or non-profit organizations.

The William A. and Vergie M. Johnson property is in Marion County. It will be slightly affected, due to the need of a 20 ft. by 35 ft. permanent easement at the end of the rip rap work. The Marion County public record lists their address as 557 Sunset Blvd., Toledo, Oregon, 97391, phone 336-2650. This land parcel is a small 2+ acre tract that lies between the highway and the river. It is irregular in shape with approximately 600 ft. of highway and river frontage, respectively. The right of way needs are in the northeast corner of subject and will not affect the use of the remainder. This property is identified in the Marion County Public Record as tax lot 21415, section 6, township 4 south, range 1 east, Willamette Meridian.

The Robert B. and Nurrisa Henry property is located in Clackamas County and is identified as tax lot 700, section 6, township 4 south, range 1 east, Willamette Meridian. This land parcel consists principally of overflow land. The Clackamas County public records lists the owners address as 4716 N.E. 17th, Portland, Oregon, 97211, phone 282-2974. Subject is an irregular shaped parcel containing 66+ acres. It has about 1100 ft. of frontage on Arndt Road along its northerly boundary and 3000 ft. of river frontage along its westerly boundary.

This project will not affect any outdoor advertising signs, water wells, public parks or recreation areas.

The construction work, if carried out during low water flow periods, should have no adverse affect on river water quality.

The right of way needs for the project will not affect the property values to an extent that there will be a noticeable raise or decrease in assessed values with a resulting adjustment in local governmental revenues.

The writer was advised by the Clackamas County Road Department that they plan to handle any right of way acquisition, so right of way liaison activities have been pursued with a minimum of activity.

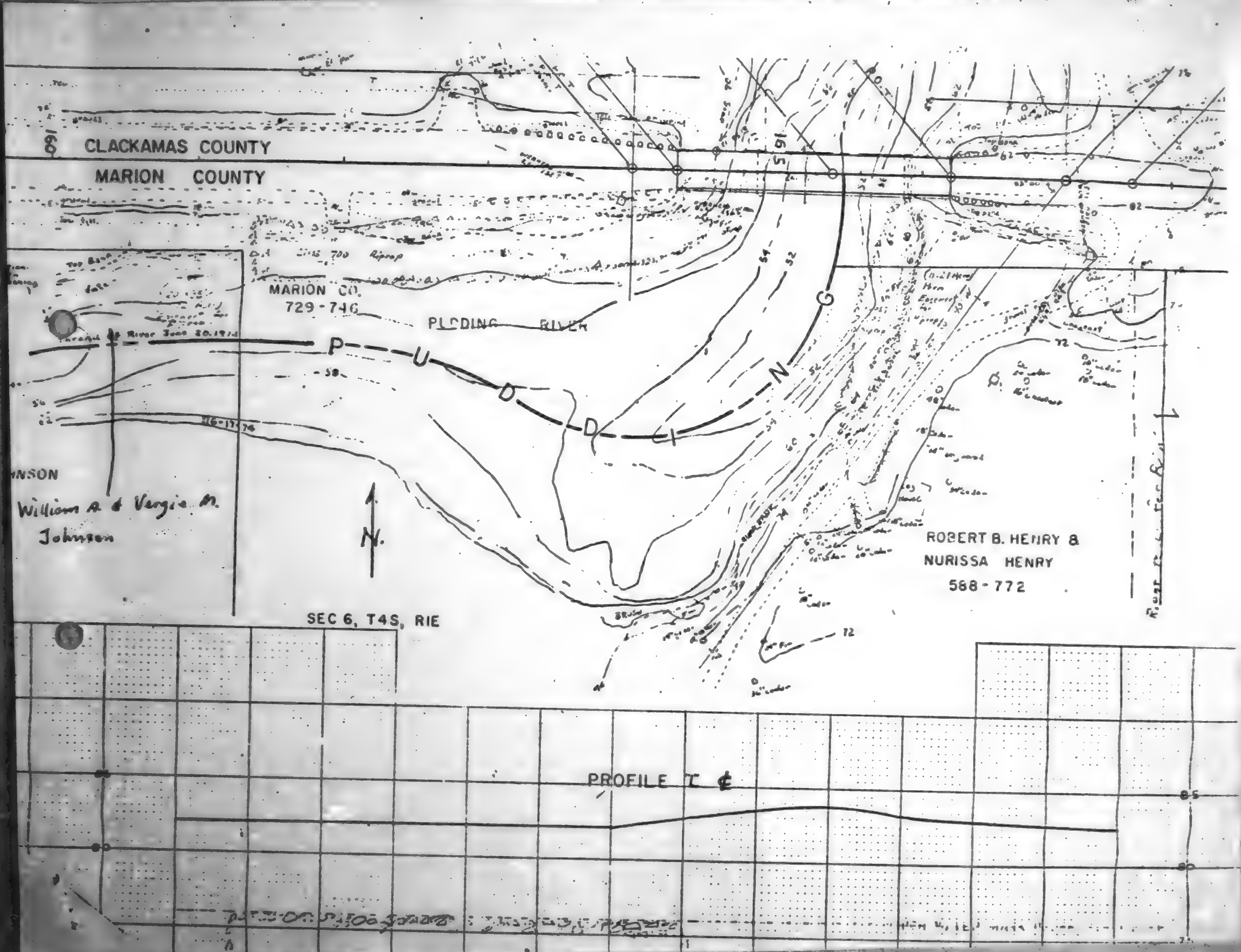
Marion County Engineer John Anderson also advised the writer they expect to use County personnel to acquire any additional right of way that may be needed.

This rip rap project is designed primarily to protect public owned highway facilities. However, due to the location of the bridge and highway, economic benefits resulting from abatement of flood erosion will be felt by private ownerships.

Henry M. Brindley

Henry M. Brindley
Regional Liaison Agent

HMB:sdl


160
CLACKAMAS COUNTY
MARION COUNTY
MARION CO.
729-746
PUDDING RIVER
P U D D I N G
Top Bank
Thread of River June 20, 1974
58
56
54
52
72
62
91
NSON
William A & Vergie M.
Johnson
N.
SEC 6, T4S, RIE
ROBERT B. HENRY &
NURISSA HENRY
568-772
PROFILE ℄
85
80

[illegible]

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

July 30, 1974

Mr. Harold Reynoldson
Rural Program Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

I am in receipt of your information regarding the limits of Federal Emergency Repair funding relating to the placement of riprap in the Pudding River channel. Since this riprap is needed to protect our existing structure on Arndt Road across the Pudding River, it would appear that funding would be eligible for the placement of whatever is necessary to protect this structure. ✓

Will you please inform me on what basis an interpretation has been made to discontinue the placement of riprap at Station 6+75? I will also appreciate knowing the name of the individual responsible for making this determination regarding the basis on which Federal participation for riprapping will be allowed. ✓

Lenz called Kurth,
explained the situation & Kurth
is satisfied with the explanation
8-5-74 [illegible]

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

RECEIVED
COUNTY & CITY SECTION
JUL 31 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Copy to :- Dick Lenz
W.N. Bryant. FHWA
J.H. Verstaeg

✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 25, 1974

FILE:

FROM:

TO: MEMO TO FILE

RECEIVED
COUNTY & CITY SECTION
JUL 25 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ UPE ☐

SUBJECT: E. R. PROJECT
Pudding River Bridge Section
FAS 117 (Arndt Road)
Clackamas & Marion Counties

Erosion of the natural river bank during the January 1974 flooding has proceeded far enough to endanger the roadbed fill from approximately Sta. 161 to the Pudding River Bridge Sta. 164 + 30±. Erosion has also occurred along the opposite bank (right bank) upstream of the bridge and at the end of the approach fill under the bridge end.

Further erosion will have to be controlled to prevent loss of the facility. Field recommendations called for a riprap blanket of Class 700 loose riprap on 1 1/2:1 slopes for both locations. Velocities in Pudding River during flooding are not high enough to warrant the use of Class 700 material. Following are our recommendations for the project:

(1) The riprap recommendation is Class 250 Keyed riprap.

(2) The riprap slope adjacent to and parallel to the roadway be 2:1 rather than 1 1/2:1. Although the steeper slope would suffice, the 2:1 slope is more desirable hydraulically; the flatter slope will reduce the current velocities along this bank, resulting in a shift of the main stream velocity back towards the center of the stream.

(3) The riprap slope on the right bank should remain on the proposed 1 1/2:1 slope. This will blend into the existing slope conformation and the fender wall under the east end of the bridge.

(4) Both riprap slopes should be keyed into the riverbed with a riprap toe trench to prevent undermining of the riprap by future scouring.

(5) The top of the riprap along the roadway (left bank) be no lower than elevation 76 feet (project level datum). The riprap along the right bank should reach to the level of the natural ground and elevation 76 feet under the bridge. (It should be noted that the level datum on this project is approximately 18 feet lower than datum based on MSL on which the previous roadway construction was based).

Protection of the riverbank along the right bank and upstream of the end of our proposed riprap limits should be mentioned to Clackamas County; however, it is outside the scope of this project.

Richard L. Lenz
Hydraulics Engineer

RLL:ko
cc Victor D. Wolfe
C. O. Fredrickson
J. H. Versteeg
Gary Potter
H. S. Cox

8073 7-10-74

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-314(1)

STATE PROJECT NO.: CLACKAMAS COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-49

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 11 '74
REFER TO
FOR
Info Revis R/D O/R Sign Adt File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JULY 10, 1974	JULY 10, 1974	VARIOUS	COUNTY ROADS

GENERAL LOCATION:
FAS 117, 131 AND 809

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JUNE 18, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $14,150.42.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY COUNTY FORCE ORDERS 1, 2 AND 3 HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND ARE HEREBY APPROVED.

SIGNED COPIES OF COUNTY FORCE ORDERS 1, 2, AND 3 ARE RETURNED HEREWITH.

NOTED
E. S. HUNTER

ORIGINAL TO
Rulien
7-12-74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-10-74		DIVISION ENGINEER

8073

FAS 117

File Copy under each:

Prefix: 503-1472-03
503-1472-02

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

June 25, 1974

RECEIVED
REGION I
JUN 27 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

Mr. Burdell Hardt
Regional Engineer
State Highway Division
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Hardt:

Re: "ER" Projects on Clackamas River near Carver
and Pat's Acres on Pudding River

I accompanied Mr. Bob Ewen and Lew Spisly of your office to the storm damage areas on 6/12/74 to review the conditions and discuss repair proposals. It was the intent to have both our agency area biologist and Oregon Wildlife district biologist along, but they both had other commitments at the time. Since then I have discussed the conditions with our area biologist and Mr. Massey of the Oregon Wildlife Commission. Mr. Ewen expressed a desire for separate letters on these proposals as each unit will be handled separately, but I am taking the liberty of answering both units in one letter but keeping each unit separate. This procedure has been successful with the Salem office (OSHD) on extensive correspondence and has minimized secretarial work and expedited answers. If this is not satisfactory, please let us know.

"ER" Project CARVER-PARK PLACE SECTION (MP 1.6), FAS 131, Clackamas County

Mr. Ewen indicated that the rip-rap would need to go about 12-15 feet and up the bank about 20 feet to replace the river bank and road shoulder. They plan to use the same type of large clean

RECEIVED
AUG
ROAD DESIGN SECTION
Bridge
Other
✓ Versteeg
A. Olson
Copy Tonkin
Scott
Copy Swenson
R. Olson
Copy Trout
Copy Crikeu

rip-rap rock that was used on the upper Clackamas last year on storm damage repair. This work would be connected to the existing rip-rap upstream that the county placed along the bank a couple of years ago. Several trees along the bank that are sliding or about to slide into the river will need to be removed. Although the thread of the stream is along the left bank in the area concerned, the river is wide enough to provide fish passage further out in the stream. Some distance downstream from the work area, though, there is a fish spawning area which should have fish on it during the October period when the work is proposed. It is vital that the work be done in such a manner to minimize stream siltation.

"ER" Project PUDDING RIVER SECTION ARNDT ROAD, FAS 117, Clackamas and Marion Counties

The project consists of placing 400 to 500 feet of large rip-rap on the banks of the river to restore and protect the banks from further erosion. The material will be placed on each bank of the river from the highway bridge at Pat's Acres upstream. Mr. Ewen indicated the rock embankment would extend out 15 feet and up 20 feet high and would be keyed into the existing banks at the upper end of the wash-out. The stream in this area is slow moving with mud banks and bottom and has adequate width for fish passage. Our major concern will be that they use as clean a rock as possible to minimize stream siltation.

Mr. Ewen agreed that on both of these projects the rip-rap should be placed by building up the slope with equipment and not just sidecasting the material over the stream bank. We hope that this rip-rap can be placed as good as the material was placed in the upper river last year. That material is well compacted and large enough to withstand last year's heavy storm runoff. We recommend that if at all possible these projects should be done earlier in the season, such as in August, as anadromous fish will be moving through the areas. On the Clackamas proposal, fish will be spawning downstream of the work area.

We appreciate your concern for fishery safeguard by having these early on-site reviews of the problem areas.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

8073

6-25-74

TRANSACTION NUMBER 6-93

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 6-25-74
BY (Signature): L. W. RULIEN'S JUNE 18, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974-ER

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 49 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
49	ER-314(1)	0.97	118,257.44	118,257.44	CLACKAMAS COUNTY FAS ROUTES FAS-117 MP 1.75, 2.75 TO 3.0 FAS 131 MP 1.6 FAS 809 MP 0.9 STATE OF OREGON.	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT FLOOD REPAIR.

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ENGR
JUN 27 '74
REFER TO
Hunter

NOTED
E. S. HUNTER

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA – OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

6-27-74
original to L.W. Rulien

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-25-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-49
(Rev. 8-71)

GPO 915-690

8073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 20, 1974

Dan Gano

FROM: DAN GANO
Regional Geologist

TO: EDWARD L. HARDT
Regional Engineer

SUBJECT: POSSIBLE SOURCES OF CLASS "700" RIPRAP
Arndt Road [redacted] (E. R.)
Pudding River
Marion & Clackamas Counties
Prefix: 503-1472-03

The following quarries should be considered possible sources of Class "700" riprap for this E. R. project:

1. Tonquin Quarry - Tigard Sand and Gravel: Located approximately 2.5 miles S.W. of Tualatin on Sherwood Road (S.W. 1/4 Sec. 27 and S.E. 1/4 Sec. 28, T. 2 S. R. 1 W.). The distance from the project is approximately 10.9 miles by way of Sherwood Road, Nasoma Road, Boones Ferry Road, Interstate 5 and the Hubbard Interchange. Rock suitable for Class "700" riprap and larger has been stockpiled at the quarry. Contact Tigard Sand and Gravel Co. for additional information.

2. Sharp Quarry: Located approximately 3/4 mile south of the intersection of the Woodburn-Estacada Highway and Grimm Road and ± 1/2 mile west of Grimm Road on the north side of Woodcock Creek (N.E. 1/4 Sec. 11 and N.W. 1/4 Sec. 12, T. 5 S. R. 2 E.). Sharp Quarry is approximately 19.6 miles from the project by way of Mulino and Canby. Class "700" riprap appears to be readily available. Contact Grant Sharp of Rt. 2, Box 51, Molalla for further information.

3. Roley Quarry: A small quarry on the Harold Roley property located approximately 2.5 miles N.W. of Mulino off the South Central Point Road (N.E. 1/4 Sec. 12, T. 4 S. R. 1 E.). The quarry is approximately 7.6 miles from the project by way of the Canby-Mulino Road. It is a small quarry that apparently has not been used for some time. Rock exposures indicate that the site would provide good riprap. Two other quarries of similiar description are present in the area. One is reportedly just east of the Roley Quarry on private property. The other, of unknown ownership, is adjacent to the Canby-Mulino Road 0.3 mile east of the South Central Point Road. Contact Harold Roley of 25270 South Central Point Road, Canby (Phone No. Oregon City 656-4247) for additional information.

4. La Butte Quarry: Located approximately 1.0 mile S.W. of Butteville on the south side of La Butte (S.E. 1/4 Sec. 6, T. 4 S. R. 1 W.). The source is approximately 6.2 miles from the project by way of Butteville Road. Class "700" riprap could possibly be selected from this quarry. Drilling and shooting would probably be necessary. For further information contact Joe Leavey of Rt. 1, Box 53, Aurora (Phone No. 678-5302).

REFERRED TO

____Cole____ ____Reed____
____Eriksen____ ____[✓ Semple] MHS
____Hager____ ____Watson____
Return ☐ Forward ☐
Discuss ☐ [✓ File] ☐ a copy. Sanford (MHS)
BY FINAL DESIGN ENGINEER

5. Stafford Quarry - Tigard Sand and Gravel: Located approximately 1.3 miles south of Stafford (Center of E. 1/2 Sec. 6, T. 3 S. R. 1 E.). The distance from the project is approximately 8.6 miles by way of Stafford Road, Interstate 5 and the Hubbard Interchange. Riprap does not appear to be readily available at this site. Contact Tigard Sand and Gravel Co. for further information.

It appears that Tonquin Quarry would be the most likely source of riprap for the project.

1 Versteeg ✓
A. Olson
2 Torpin T
Scott
we copy Swenson
R. Olson
Trout 4

RECEIVED
JUN 21 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____
Other______

DG/lms
cc: C. T. Keasey
J. H. Versteeg
F. W. Yarbrough
Bob Ewen
Environmental Unit

8073

June 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 49, Project Number ER-314(1) for the Clackamas County FAS Routes Emer-
which we desire to include in the Federal-aid
gency Relief Program occasioned by the January 1974 storms.

PS and E documents will be submitted as soon as the program is approved and as the plans are finished with an authorization amount of $87,000.

We will send six copies of three County Force Orders por-
covering the permanent repairs on FAS 809 and a
tion of FAS 117, for your approval, under separate cover.

The title sheet plan will be submitted with the project agreement.

DAR:bz

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

June 18, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (18) (20)

PROJECT LOCATION (45 typewriter spaces): Co. Rds. County FAS Routes Clackamas Co. (21) (65)

ADT — PRESENT: 1,800 / 1,500 / 800 — FUTURE: 3,000 / 2,500 / 1,300 (66) — YEAR: 94 (70) (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. Temp. & Perm. Flood Repair (28) (62)

NATL. FOREST: (63) (65)

FH ROUTE NO.: (66) (68)

SUPV AGCY: (69)

DA CLASSIF.: (70)

DA AREA: (71)

EMERG. YR.: 74-1 (72) (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER — PREFIX LETTER(S): ER- (14) (23) — NUMBER: 314 (7)

CARD — CLASS OF FEDERAL FUNDS: Emergency Relief

NAME OF URBAN AREA: (17-31)

COUNTY NAME: Clackamas

CODE: 005 (14) (16)

ROUTES NO. — FEDERAL-AID: 117, 131 & 809 (32) — STATE: Co. Rds. (36) (37) — U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rds. County FAS Routes in Clackamas County	0.97	$ 9,200.00	$ 9,200.00		
5					**ROW**		(FAS 117 MP 1.75, 2.75-3.0) (FAS 131 MP 1.6) (FAS 809 MP 0.9)					
5					**CONST** (CODE) Temp. & Perm. Stage 2 6201 x054		(Clackamas County FAS Routes)	0.97	109,057.44	109,057.44		

CARD	CODE	PREPARED BY				
1	1		PROJECT TOTALS	0.97	$118,257.44	$118,257.44
1	14	PROGRAM APPROVAL DATES			(10) (23)	(24) (33)

REMARKS

Restoration of these roadway
necessary because of damage caused
severe storms in Oregon during Jan

(-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 18, 1974

JECT LOCATION (45 typewriter spaces) Co. Rds. County FAS Routes Clackamas Co.	ADT	PRESENT 1,800 1,500 800	FUTURE 3,000 2,500 1,300	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 098	ITEM NO. 49

D WORK (35 typewriter m. Flood Repair	NATL. FOREST	FH ROUTE NO.	GOV'T AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 74-1	PL. AUTH YR	PROJECT NUMBER — PREFIX LETTER(S) ER-	NUMBER 314	SEQ. NO. (1)	I Projects Only — POST MI.	DESIG.

Emergency Relief

COUNTY NAME Clackamas CODE 005

ROUTE NO.S FEDERAL-AID 117, 131 & 809 STATE Co. Rds. U.S.

PROGRAM STAGE ☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rds. County FAS Routes in Clackamas County	0.97	$ 9,200.00	$ 9,200.00			P.E. all phases incl. PS & E prep., temp. & perm., restoration consisting of debris removal, riprap, embankment in place, surfacing, A.C. pave & pier protection.
OW		(FAS 117 MP 1.75, 2.75-3.0) (FAS 131 MP 1.6) (FAS 809 MP 0.9)						
ONST p. & Perm. age 2 01 64		(Clackamas County FAS Routes)	0.97	109,057.44	109,057.44			(Work by County Forces and regular contract.)
		PROJECT TOTALS	0.97	$118,257.44	$118,257.44			

PROVAL DATES

REMARKS Restoration of these roadways was made necessary because of damage caused by the unusually severe storms in Oregon during January 1974.

(-OVER-)

USCOMM DUBC-DC 40808-P61

Temporary:

Labor	$ 576.17
Equipment	432.07
Material	30.39
Total	$1,038.63

Permanent repair by future State contract is estimated to cost $40,000.

FAS 809 Barton Bridge Section MP 0.9
Existing Facility: 180-foot steel arch bridge with 616-foot timber approach trestle and 26' roadway.

Project Data: Flood waters from the Clackamas River deposited debris on the timber trestle approach bents, resulting in one broken sway brace, minor erosion around the footings of three of the timber bents and deposited considerable debris in the overflow channel upstream from the bridge. Temporary repairs consisted of the removal of debris accumulated around the bridge bents during flooding to prevent serious damage to the structure. Permanent repairs consist of driving six steel bumper piles and the construction of fenders to reinforce and protect the timber bents in the overflow channel from future flood damage. The estimated costs of the repair work is as follows:

Temporary Repair:

Labor	$ 252.71
Equipment	103.48
Total	$ 356.19

Permanent Repairs:

Labor	$ 1,731.10
Equipment	1,130.00
Material	4,601.00
Engineering	619.60
Total	$ 8,081.70

County force order
Materials: 7,040 BFM of 4 x 12 treated timbers, 6 - 10BP x 42 steel piles and miscellaneous bolts and hardware.

Requirements of PPM 90-1: A negativ
relief projects, statewide, for temp
damages to highways and highway faci
disaster or catastrophic failure, wa
by the FHWA on April 2, 1974.

A-95 Review: The project is exempt
District 2 Clearinghouse reviews und
April 7, 1972 and October 16, 1970,

System Action, Airports, Railroads,
and Recreational Areas: None involve

Public Hearings, Location and Design
paragraph 3c of PPM 20-8.

Note: This project is in Congression

abor	$ 576.17
quipment	432.07
aterial	30.39
otal	$1,038.63

State contract is estimated to cost $40,000.

on MP 0.9

steel arch bridge with 616-foot timber
dway.

from the Clackamas River deposited debris
ch bents, resulting in one broken sway
the footings of three of the timber bents
ebris in the overflow channel upstream
repairs consisted of the removal of debris
e bents during flooding to prevent serious
rmanent repairs consist of driving six
onstruction of fenders to reinforce and
the overflow channel from future flood
of the repair work is as follows:

bor	$ 252.71
ipment	103.48
al	$ 356.19

or	$ 1,731.10
ipment	1,130.00
erial	4,601.00
gineering	619.60
al	$ 8,081.70

12 treated timbers, 6 - 10BP x 42 steel
d hardware.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 7, 1972 and October 16, 1970, respectively.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 2.

8073

[illegible]

Pudding R. Br.

April 23, 1974

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Emergency Relief Projects
January 1974 Storm Damage

Attached are tabulations and summaries describing six proposed county ER (Emergency Relief) projects--two in Clackamas County, three in Columbia County, and one in Wallowa County.

The two projects in Clackamas County are for repairing roadway embankments and shoulders and placing a riprap protection blanket at each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at Mile Point 1.6 on Clackamas River Road, FAS 131. The total estimated cost of both these projects is $87,000 with no cost to the State.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on Fern Hill Road, FAS 567, at M.P. 1.27. The other two projects are on the Vernonia-Scappoose Road, FAS 609, at M.P. 2.8 and M.P. 7.0. The total estimated cost of all three of these projects is $647,000 with no cost to the State.

The project requested by Wallowa County is to construct a bridge over Bear Creek on Flora Road, FAS 32-100, at M.P. 17.35. The estimated cost of this project is $45,000 with no cost to the State.

These counties have requested that the State do the field work and award the contract and supervise the construction on their behalf.

These projects will be on the agenda for the April 30. I recommend your approval.

Attachments

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
Ed Hardt
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt kmb

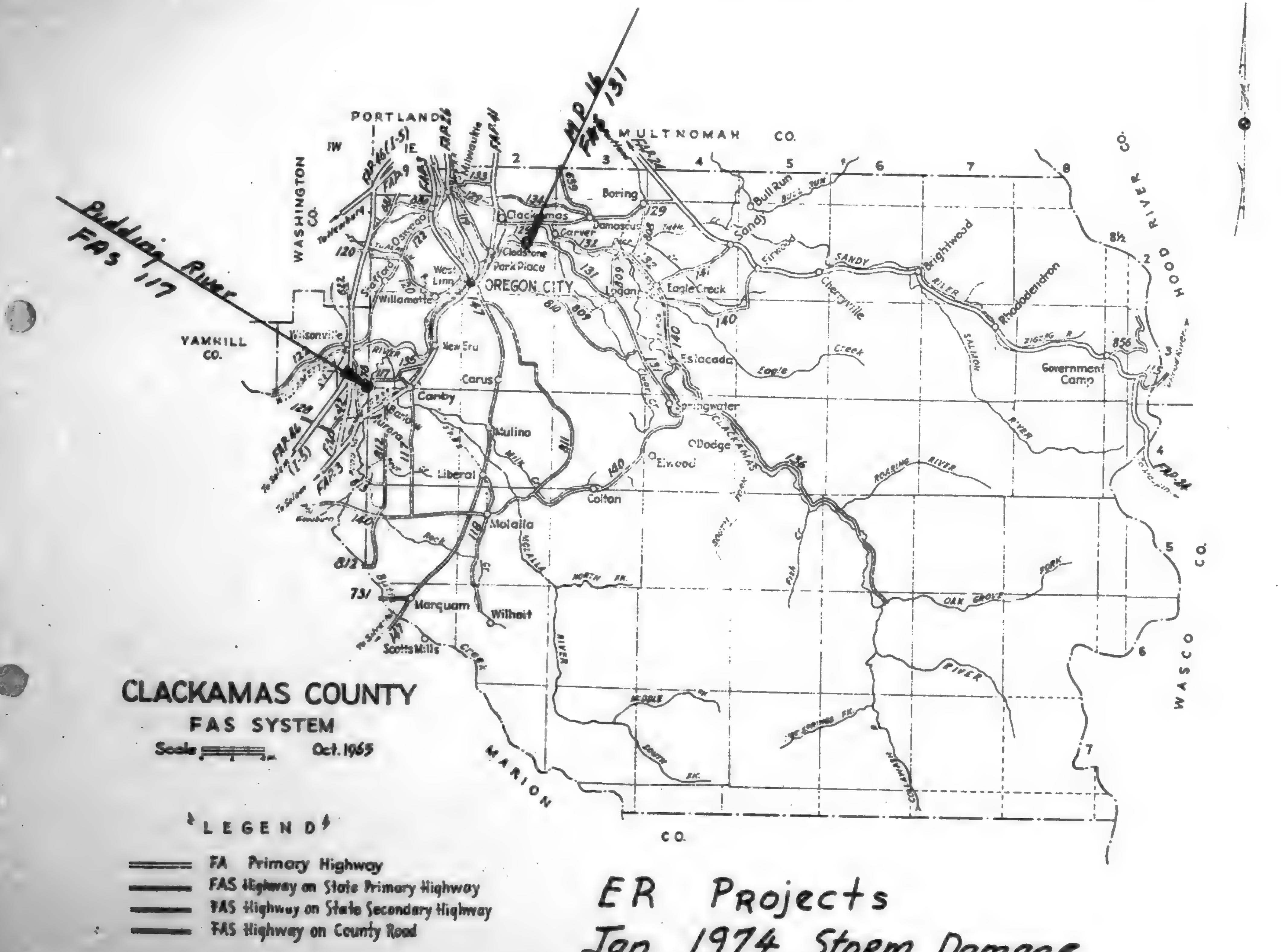
CLACKAMAS COUNTY
ER Project
January, 1974 Storm Damage

FAS 117: Pudding River Section, Arndt Road. Place riprap and restore shoulders, $47,000.

The bank and shoulder of this roadway was eroded away by high water. This project is to replace the necessary road bank and place a riprap protection blanket.

FAS 131: Clackamas River Road, M.P. 1.6. Place riprap, $40,000.

The bank of the road bed of this section was eroded away by high water of the Clackamas River in January, 1974. This project is to replace the necessary road bank and place a riprap protection blanket.



Pudding River
FAS 117
MP 16
FAS 131
PORTLAND
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
HOOD RIVER CO.
WASCO CO.
MARION CO.
FAP 46 (I-5)
FAP 9
FAP 3
FAP 26
FAP 41
Milwaukie
Clackamas
Gladstone
Park Place
OREGON CITY
West Linn
Willamette
Wilsonville
Canby
Aurora
New Era
Carus
Mulino
Liberal
Molalla
Colton
Marquam
Wilhoit
Scotts Mills
Boring
Damascus
Carver
Logan
Eagle Creek
Estacada
Springwater
Dodge
Elwood
Sandy
Bull Run
Firwood
Cherryville
Brightwood
Rhododendron
Government Camp
SANDY RIVER
SALMON RIVER
CLACKAMAS
ROARING RIVER
OAK GROVE FORK
MOLALLA

CLACKAMAS COUNTY

FAS SYSTEM

Scale Oct. 1965

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

ER Projects
Jan 1974 Storm Damage

RECEIVED
COUNTY & CITY SECTI
MAR 6 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

er-fas

COUNTY ROAD ~~FAS-C~~ ER PROJECT REQUEST

Name of County Clackamas FAS No. 117 Date February, 1974
County Road Name Arndt
Section Name
Type of Project Slope Protection
Location of Project (Attach sketch map) on Sect. Line between Sec. 31, T3S, R1E & Sec. 6, T4S, R1E
ADT 1900 Design Speed

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

NOT APPLICABLE

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

NOT APPLICABLE

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

* Slope Protection Type - Rip Rap By Contract X

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No____X_____
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use___X______
Sparse population_____X______Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?____________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___X_______

12. Will replacement be by: County___________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No______

14. Will County adjust structure to additional width? Yes____ No______

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes_____ No__X__

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

Does County wish permanent erosion control? Yes__X__No_____
By seeding and mulching Yes_____No__X__
By rock blanket Yes__X__No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No__X__

23. Can through traffic be detoured? Yes_____No__X__

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Approval of ER work

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

NOT APPLICABLE

1. Name of river or stream____________________

2. Name of bridge____________________

3. Dimensions of existing bridge. Length_______ Roadway Width_______

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section_________ Township_______________ Range________________ W.M.

6. Desired width of proposed bridge________________ Approx. length _________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain______________________________________
____
____

NOT APPLICABLE

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

NOT APPLICABLE

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes__X__ No_____
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes_____ No__X__
Salvaged by Contractor for County? Yes_____ No__X__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size__________
Company______________________________
b. Sanitary sewer mains: Yes________ No________ Size__________
Company______________________________
c. Storm sewer: Yes________ No________ Size__________
Company______________________________
d. Gas mains: Yes________ No________ Size__________
Company______________________________
e. Power lines: Yes________ No________ Size__________
Company______________________________
f. Telephone lines: Yes________ No________ Size__________
Company______________________________
g. Other Utilities:______________________________
____

NOT APPLICABLE

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

NOT APPLICABLE

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

NOT APPLICABLE

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80' Minimum 80'

2. Is any additional right-of-way needed? Yes X No_____

3. Should State prepare options? Yes_____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:_____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Overhead electric (PGE) and telephone; N.W. Natural Gas

13. Are utilities on existing right-of-way by permit X or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district_____________________
and dates between which water can be turned off: From_______________
To_______________

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ______________ (Left) ________________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry Rip Rap Cinders ________

2. Owner: County ____ State ____ Private X Other ____

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 46,600.00

2. Available FAS Funds $ ER Project

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ________

4. Date match money is available ________

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ ________

7. Date County requests letting: July 1st, 1974

Remarks re Section VI Letting date contingent upon ER approval.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Fred Stefani
County Judge or Comm. Chairman

By ________
County Commissioner

By Thomas D. Telford
County Commissioner

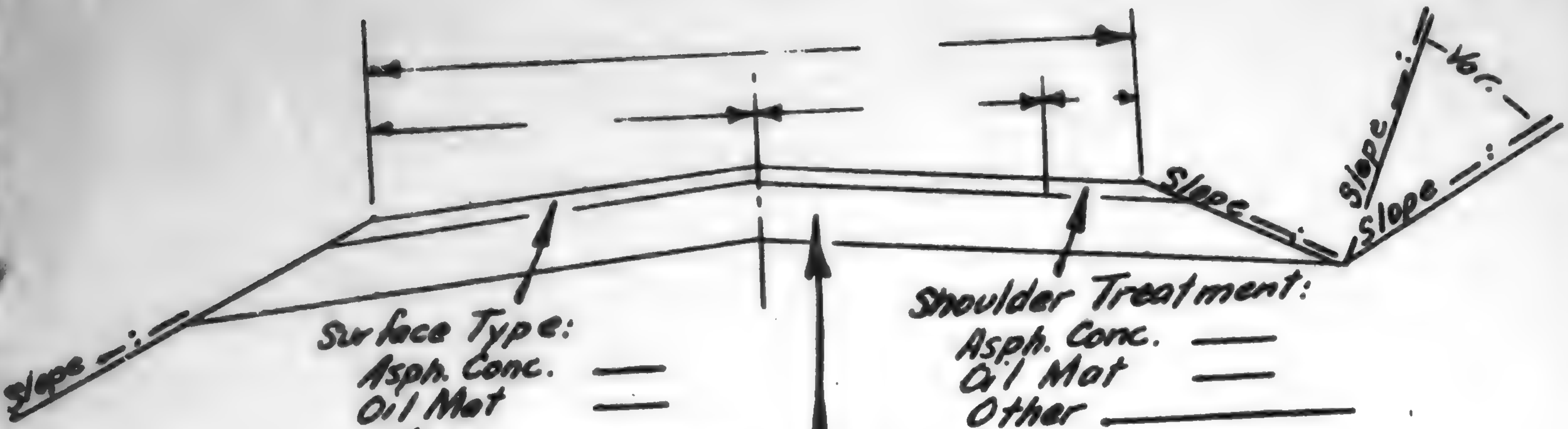
By ________
County Engineer or Roadmaster

County Clackamas
Date 2-26-74

____
O.S.H.D. Field Engineer

Date ________

TYDICAL SECTION

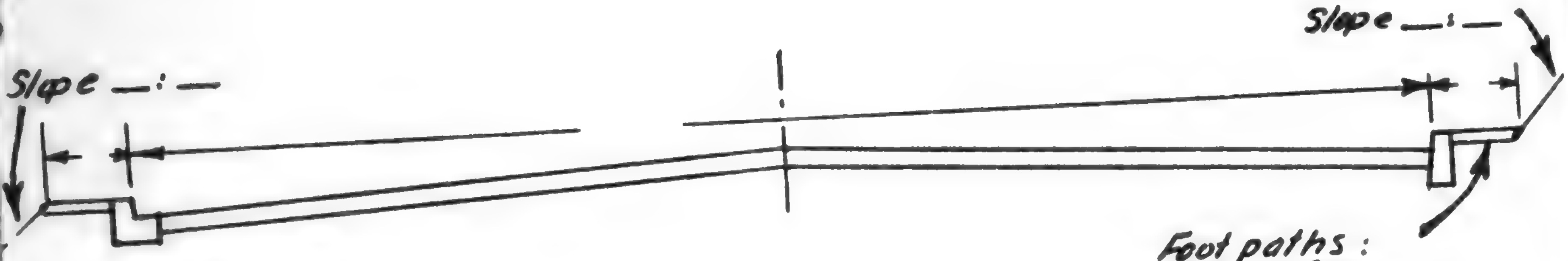


Slope —:—
Slope —:—
Slope
Slope
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

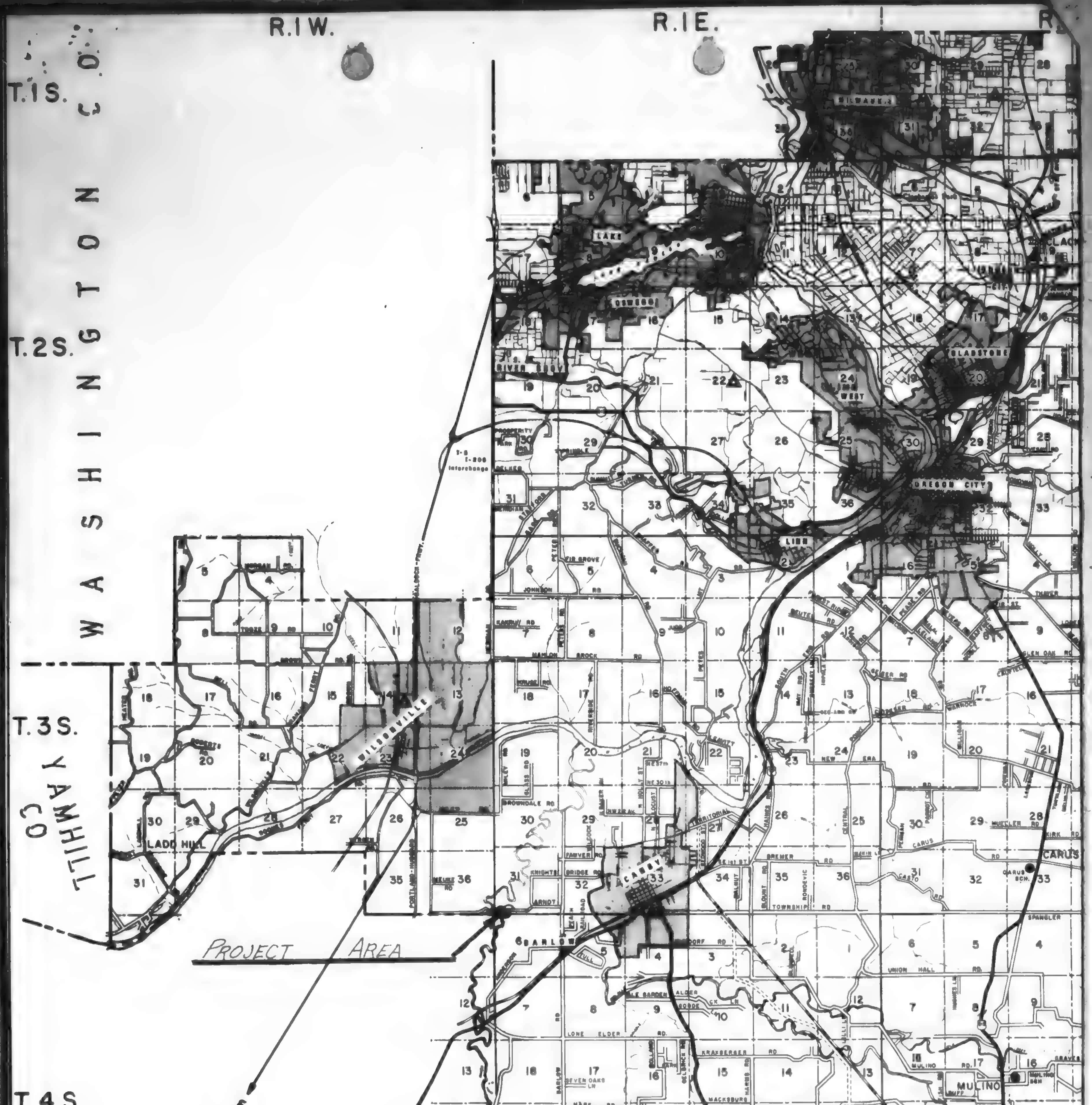


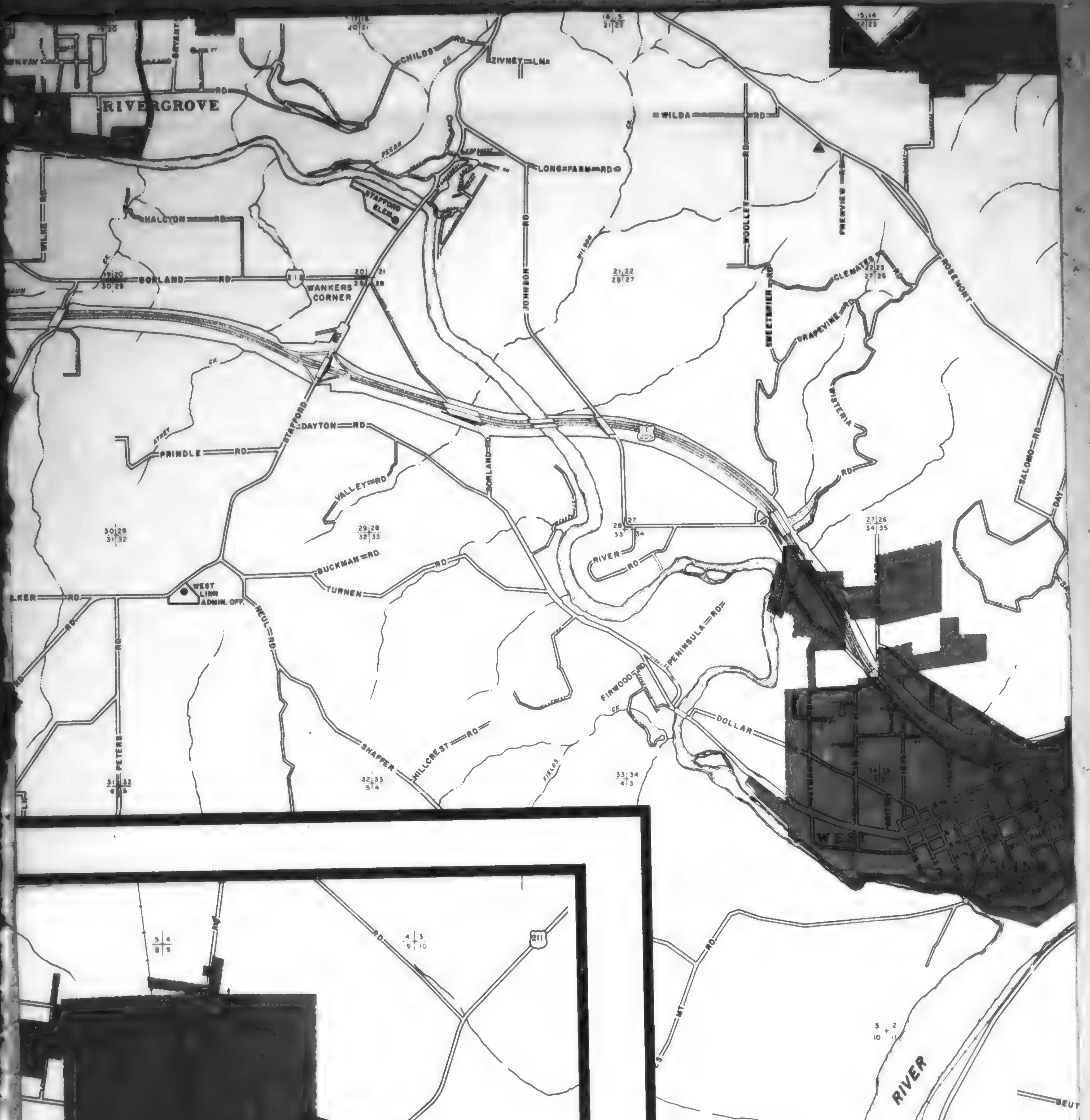
Slope —:—
Slope —:—

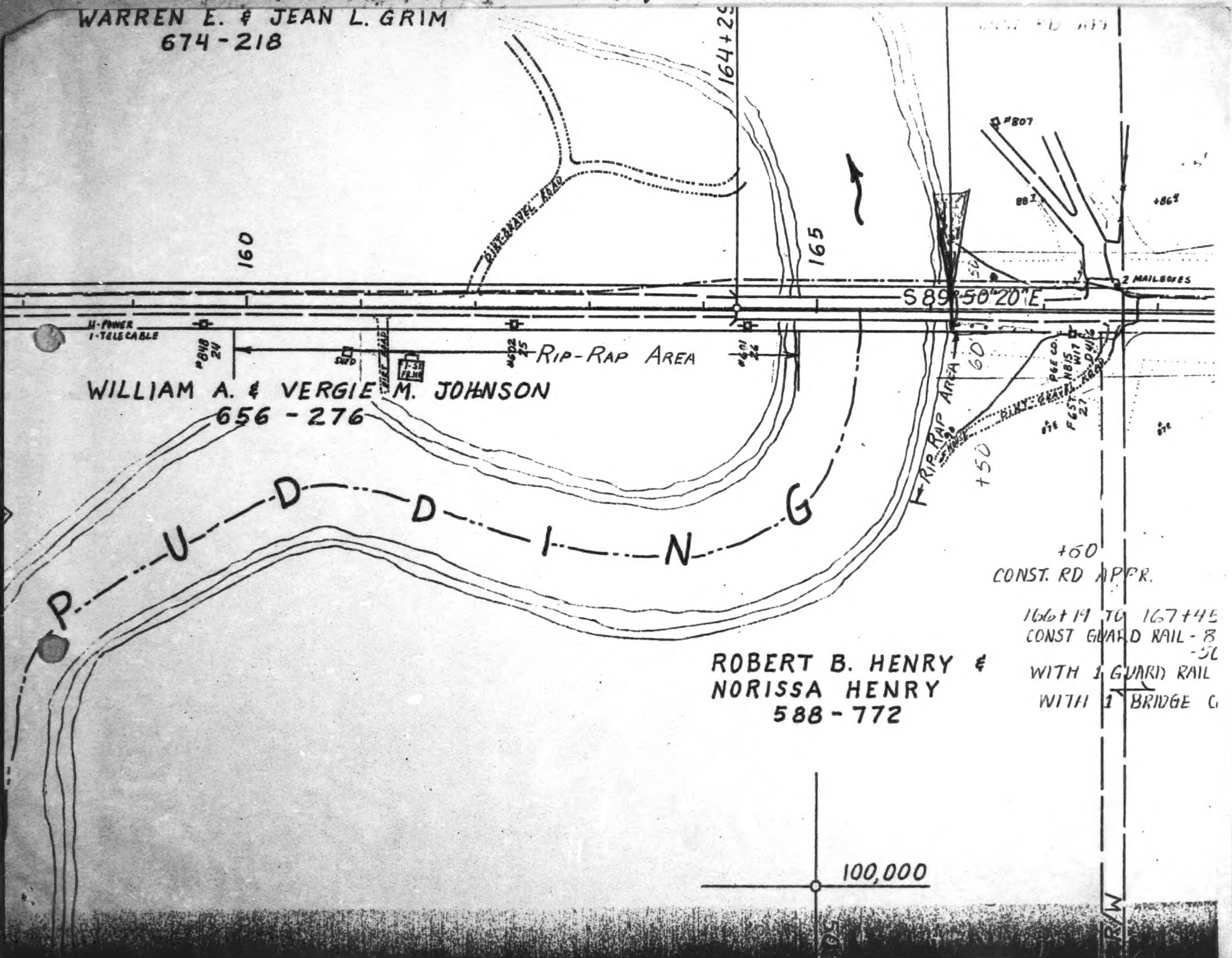
Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


R.1W.
R.1E.
T.1S.
T.2S.
T.3S.
T.4S.
WASHINGTON CO.
YAMHILL CO
PROJECT AREA
To Salem
MILWAUKIE
LAKE OSWEGO
GLADSTONE
WEST LINN
OREGON CITY
WILSONVILLE
LADD HILL
CANBY
BARLOW
CARUS
MULINO
LIBERAL
WHISKEY HILL
NINETY ONE

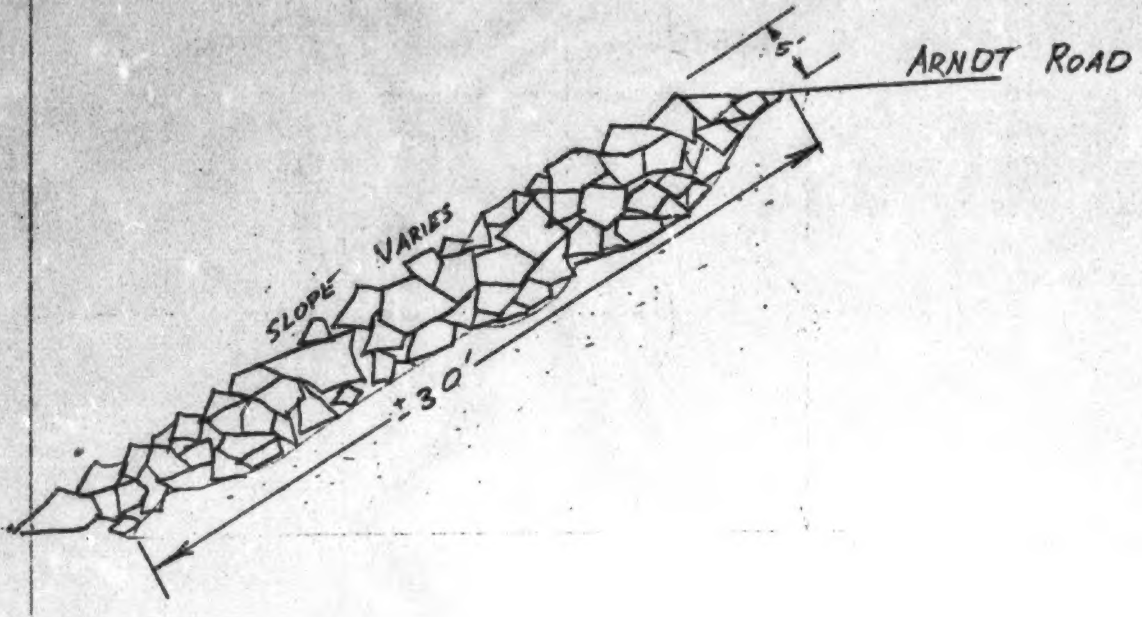

RIVERGROVE
CHILDS RD
ZIVNEY LN
WILDA RD
LONG FARM RD
STAFFORD ELEM.
HALCYON RD
BORLAND RD
WANKERS CORNER
JOHNSON RD
WILSON
WOOLLEY
FREWVIEW
SWEETBRIER RD
CLEMATES
GRAPEVINE RD
ROSEMONT
WISTERIA
RD
205
STAFFORD
DAYTON RD
PRINDLE RD
VALLEY RD
BORLAND RD
RIVER RD
BUCKMAN RD
TURNER
WEST LINN ADMIN. OFF.
NEUL RD
PENINSULA RD
FIRWOOD RD
DOLLAR
SHAFFER
HILLCREST RD
PETERS
FIELDS
SALOMO RD
DAY
WEST
MT RD
RIVER
RD
211
ROBBINS
MOLALLA
WARRIOR RD
AUSTIN
SHAVER RD
KAISER RD
19|20 30|29
21|22 28|27
22|23 27|26
20|21 29|28
30|29 31|32
29|28 32|33
28|27 33|34
27|26 34|35
31|32 6|5
32|33 5|4
33|34 4|3
5|4 8|9
4|3 9|10
9|10 16|15
3|2 10|11
10|11 15|14


WARREN E. & JEAN L. GRIM
674-218
160
164+29
165
S 89°50'20"E
2 MAILBOXES
#807
88
+86
50
60'
H-POWER
1-TELECABLE
#848
24
SHED
DIRT ROAD
1-ST FRME
#602
25
Rip-Rap Area
#601
26
DIRT-GRAVEL ROAD
WILLIAM A. & VERGIE M. JOHNSON
656 - 276
P-U-D-D-I-N-G
Rip Rap Area
HOUSE
DIRT-GRAVEL ROAD
PGE CO.
HB15
W17
D4116
F6ST
27
+50
+60
CONST. RD APPR.
166+19 TO 167+45
CONST GUARD RAIL - 8
-50
WITH 1 GUARD RAIL
WITH 1 BRIDGE G
ROBERT B. HENRY &
NORISSA HENRY
588 - 772
100,000
50
R/W

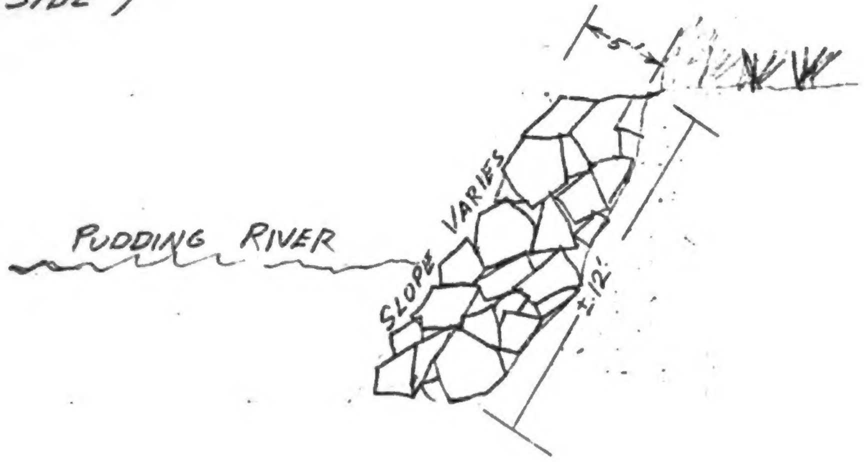
ARNDT ROAD PROJECT

TYPICAL SECTIONS

ARNDT ROAD
(SOUTH SIDE)


5'
ARNDT ROAD
SLOPE VARIES
±30'

PUDDING RIVER
(EAST SIDE)


5'
PUDDING RIVER
SLOPE VARIES
±12'

(Form ER-2a)

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. ____________

F. A. Project No. ____________ **Date** ____________, 19__

Highway FAS 117 ARNDT ROAD NEAR PUDDING RIVER BRIDGE approx MP. 1.75

County CLACKAMAS **Prefix** ____________ **Account No.** ____________

Description of Work To Be Done:

RESTORE SURFACE AREA, DEBRIS REMOVAL AND FILL HAVE BEEN COMPLETED

Location: Sta. to Sta. or MP. to MP.

150+00 to 181+00

Estimate of Quantities and Costs:

LABOR

Laborer	16 @ 4.15 =	$ 66.40
Operator	4 @ 5.99 =	23.96
Truck Driver	24 @ 4.23 =	101.52
Foreman	4 @ 6.26 =	25.04
		$216.92

MATERIAL 3/4-0 Cover Material
13 C.Y. @ 3.25 = 42.25
Explanation: Asphalt Emulsion 70.00
$112.25

EQUIPMENT

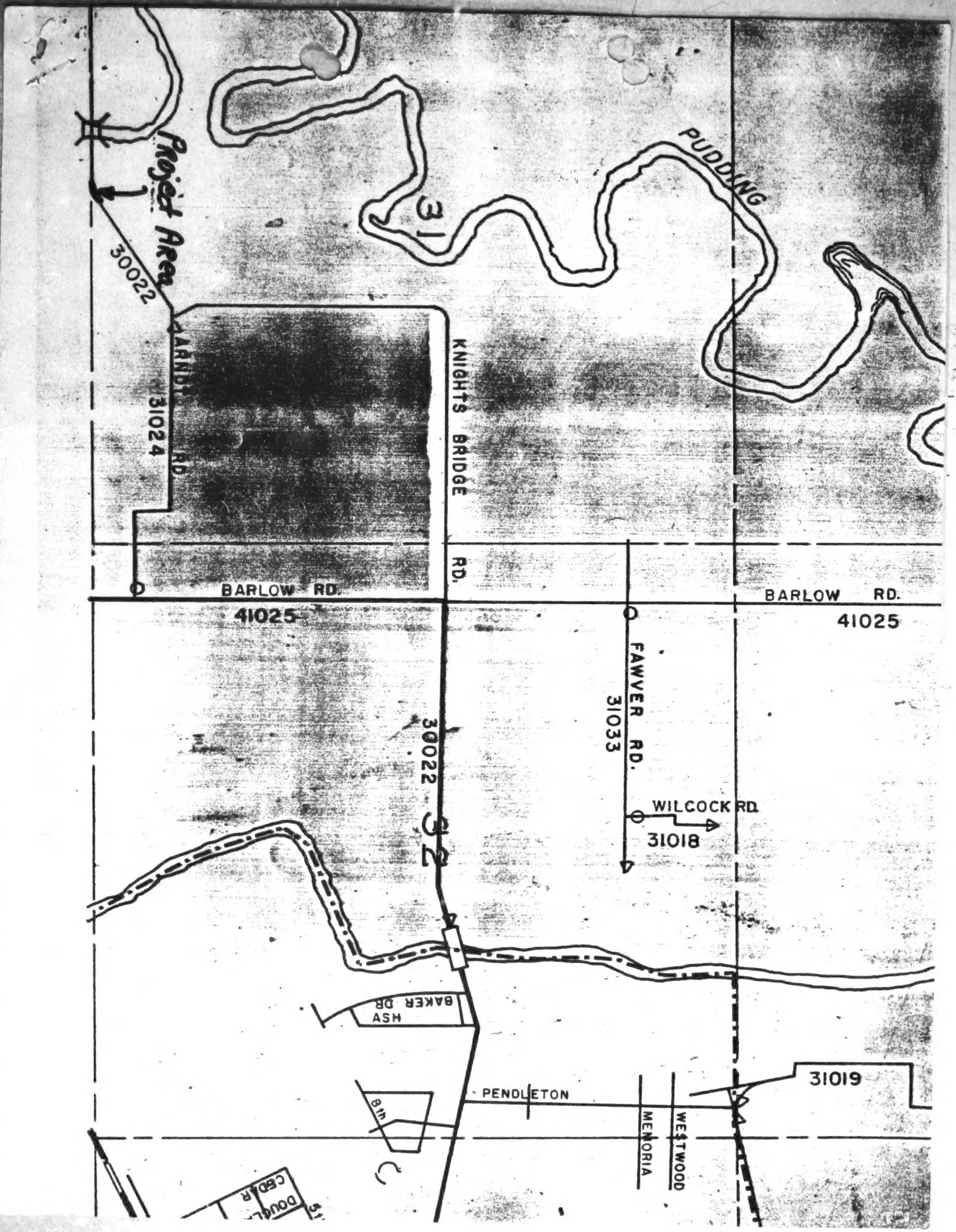
Asphalt Spreader	4 @ 2.70 =	$10.80
10 Cu. Yd. Trucks	20 @ 5.00 =	100.00
Roller	4 @ 3.15 =	12.60
Misc. Equipment		50.00
		$173.40

ASPHALT EMULSION 1 ton @ 70.00 = $70.00

TOTAL $502.57

Flooding of Pudding River washed out approaches to overlow structure east of Pudding River Bridge.

Submitted by: John C. McIntyre **Approved:** R B Cox


Project Area
30022
31
PUDDING
ARNDT RD.
31024
KNIGHTS BRIDGE RD.
BARLOW RD.
41025
BARLOW RD.
41025
FAWVER RD.
31033
30022
32
WILCOCK RD.
31018
BAKER DR
ASH
PENDLETON
8th
MEMORIA
WESTWOOD
31019
CEDAR
DOUGL